



JOSH GREEN, M.D.
GOVERNOR

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EMPLOYEES' RETIREMENT SYSTEM
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OFFICE OF THE PUBLIC DEFENDER

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DEPARTMENT OF BUDGET AND FINANCE
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ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION
OFFICE OF FEDERAL AWARDS MANAGEMENT

WRITTEN ONLY

TESTIMONY BY LUIS P. SALAVERIA
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE SENATE COMMITTEE ON WAYS AND MEANS
ON
SENATE BILL NO. 1669, S.D. 1

February 12, 2025
10:01 A.M.
Room 211 and Videoconference

RELATING TO TRANSIT ORIENTED DEVELOPMENT.

The Department of Budget and Finance (B&F) offers the following comments on Senate Bill (S.B.) No. 1669, S.D. 1 which establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation and includes among other requirements, establishes a Board of Directors and four (4) full-time positions.

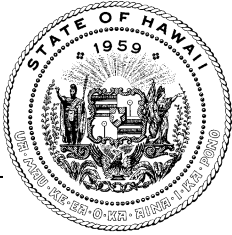
S.B. No. 1669, S.D. 1 establishes a new State agency that will require State resources for purposes that may overlap with existing State agencies and/or programs (i.e. State Transit-Oriented Development Program, the Hawaii Interagency Council for Transit-Oriented Development (TOD Council), the Hawaii Housing Finance and Development Corporation, the Hawaii Climate Change Mitigation and Adaption Commission, Hawaii Community Development Authority). It is unclear how the overlap would be handled and affect this may have on the goal of affordable community sustainable developments. Areas that the Transit Oriented Community Improvement Partnership may exercise its authority do not appear to be defined.

Additionally, S.B. 1669, S.D. 1 proposes the following broad exemptions from requirements:

Notwithstanding section 171-42 and except as otherwise provided in this chapter, projects pursuant to this chapter shall be exempt from all statutes, ordinances, charter provisions, and rules of any government agency relating to special improvement district assessments or requirements; land use, zoning, and construction standards for development, and improvement of land; provided that the community improvement planning activities of the partnership shall be coordinated with the county planning departments and the county land use plans, policies, and ordinances.

The broad exemptions could cause conflicts with current requirements that have been enacted for specific purposes.

Thank you for your consideration of our comments.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARK B. GLICK
CHIEF ENERGY OFFICER

Testimony of
MARK B. GLICK, Chief Energy Officer

before the
SENATE COMMITTEE ON WAYS AND MEANS

LATE

Wednesday, February 12, 2025
10:01 AM
State Capitol, Conference Room 211 and Videoconference

Providing Comments on
SENATE BILL 1669 SD1

RELATING TO TRANSIT ORIENTED DEVELOPMENT.

Chair Dela Cruz, Vice Chair Moriwaki, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports the concept of SB 1669 SD1 that establishes a Transit Oriented Community Improvement Partnership and the Community Improvement Revolving Fund to facilitate transit-oriented development (TOD).

Emissions from transportation account for more than half of energy-related emissions and of those 36% come from ground transportation, as reported in the Greenhouse Gas Emissions Report for 2021.¹ For Hawai'i to meet its statutory target "to sequester more greenhouse gases than emitted as soon as practicable but no later than 2045," significant reductions in emissions from ground transportation will need to be made in the near to medium term, via vehicle electrification as well as reductions in total vehicle miles traveled (VMT).²

TOD is a key strategy for reducing vehicle miles traveled, which directly contributes to lowering greenhouse gas emissions in Hawai'i. By promoting housing and infrastructure development near public transit hubs, this bill aligns with the State's goals for sustainability, energy efficiency, and emissions reduction. Compact, walkable, and

¹ https://health.hawaii.gov/cab/files/2024/05/2020-and-2021-Inventory_Final-Report_5-29-24.pdf

² <https://energy.hawaii.gov/what-we-do/clean-energy-vision/decarbonization-strategy/>

transit-friendly communities help decrease reliance on personal vehicles, support active transportation, and improve overall energy efficiency.

We appreciate the Legislature's commitment to smart growth policies that enhance community resilience while advancing the State's clean energy and emissions reduction objectives. The HSEO defers to the Department of Budget and Finance and other fiscal agencies on the financial impacts of SB 1669 SD1 and its impact on other priorities of the Executive Budget.

Thank you for the opportunity to testify.



**STATE OF HAWAII
HAWAII CLIMATE CHANGE MITIGATION & ADAPTATION
COMMISSION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809**

Co-Chairs:
Chair, DLNR
Director, OPSD

Commissioners:
Chair, Senate AEN
Chair, Senate WTL
Chair, House EEP
Chair, House WAL
Chairperson, HTA
Chairperson, DOA
CEO, OHA
Chairperson, DHHL
Director, DBEDT
Director, DOT
Director, DOH
Chairperson, DOE
Director, C+C DPP
Director, Maui DP
Director, Hawaii DP
Director, Kauai DP
The Adjutant General
Manager, CZM

**Testimony of
LEAH LARAMEE
Climate Change Coordinator on behalf of
Climate Change Mitigation and Adaptation Commission Co-Chair Mary Alice Evans and
Co-Chair Dawn N.S. Chang**

**Before the Senate Committee on
WAYS AND MEANS**

**Wednesday, February 12, 2025
10:01 AM**

State Capitol, Conference Room 211 & Videoconference

LATE

**In consideration of
SENATE BILL 1669 SENATE DRAFT 1
RELATING TO TRANSIT ORIENTED DEVELOPMENT**

Senate Bill 1669 SD1 establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation and the Community Improvement Revolving Fund. The bill allows for transfers of land development rights to the Partnership, requires annual reports to the Legislature and appropriates funds. **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) supports this bill provided that its passage does not replace or adversely impact priorities indicated in the Executive Budget request.**

The Commission consists of a multi-jurisdictional effort between 20 different departments, committees, and counties and recognizes the urgency of climate threats and the need to act quickly. It promotes ambitious, climate-neutral, culturally responsible strategies for climate change adaptation and mitigation in a manner that is clean, equitable and resilient. The commission recognizes the importance of creating increasing access to transit, improving the walkability and bikeability of neighborhoods, higher density and mixed-use growth and promoting infill. Of special interest is the inclusion of green space in this bill. Trees, green spaces and nature-based solutions are going to play a vital role in making our cities cooler and more resilient, as our climate changes and temperatures rise.

Vehicle miles traveled (VMT) is affected by several built environment factors including density of population and jobs, mix of land uses, accessibility of destinations, design of neighborhoods and streets, and distance to transit and shared mobility. Many of the community characteristics and development patterns that influence how far people must travel between their home, work, and other essential destinations are determined by land use plans and implementation. Land use

plans and implementation processes designed to minimize or reduce VMT, also called “smart growth”, could produce location-efficient, connected, and walkable communities and manage development to conserve agricultural lands and natural resources. This bill will help to guide and justify land-use decisions that help to create more livable communities where residents have plentiful transportation choices, thus encouraging the reduction of vehicle miles traveled and greenhouse gas emissions, and an improvement in air quality.

This bill is consistent with the Commission’s report, “Investing in Transportation Choices: Recommendations for Safe, Sustainable, Affordable, and Reliable Mobility”. This report includes both land-use and transportation strategies to assist State and Counties to reduce vehicle miles traveled, to meet climate and energy goals.

Mahalo for the opportunity to provide testimony in support of this measure.



Testimony of the Oahu Metropolitan Planning Organization

Committee on Ways and Means

February 12, 2025 at 10:01AM

Conference Room 211

SB 1669 SD 1

Relating Transit Oriented Development

Dear Chair Dela Cruz, Vice Chair Moriwaki, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB 1669 SD 1**, which establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation, establishes the Community Improvement Revolving Fund, allows for transfers of land development rights to the Partnership, requires annual reports to the Legislature, and appropriates funds.

Tasking an agency with a primary mission to prioritize, plan, and build community infrastructure and amenities, particularly those that are mixed-use and located near high quality transit, will allow more people to live in transit oriented communities that have safe multimodal connections, public spaces, and other amenities required for successful, livable communities. This will encourage more walkable, connected communities where residents drive far less each day than their counterparts in more sprawling locations.¹ In addition, when more mixed-use and transit-oriented housing is provided, it makes it easier for people to get around without their car which can reduce emissions in the near term, reduce transportation costs, provide more opportunities for physical activity, and improve access to necessities for both people who don't have a car and those with cars.²

According to the State Climate Commission Report, "Drivers of VMT and priority reduction strategies in Hawaii", households in suburban areas drive around 37 percent more than those in urban centers and households on the suburban fringe drive 68 percent more.³ Limiting outward growth and concentrating more growth in urban infill areas and those near high quality transit, will be critical for Hawaii to meet its climate and energy goals. This is because mixed use development results in shorter trips, fewer trips, and more trips taken by lower-carbon modes.⁴ With more compact development, people drive 20 to 40 percent less, at minimal or reduced cost, while reaping other fiscal and

¹ <https://smartgrowthamerica.org/wp-content/uploads/2020/10/Driving-Down-Emissions-FINAL.pdf>

² IBID.

³ https://climate.hawaii.gov/wp-content/uploads/2023/07/USCA_Hawaii_VMT_strategies_Feb22.pdf

⁴ <https://smartgrowthamerica.org/wp-content/uploads/2020/10/Driving-Down-Emissions-FINAL.pdf>

health benefits.⁵ Whether people care about reducing their own emissions or not, by providing more opportunities for them to live where emissions are naturally lower per person, we can work within the market to help address climate change.

The bill is also consistent with the State Climate Commission's *Investing in Transportation Choices Toolkit*⁶ and *Drivers of VMT and Priority Reduction Strategies for Hawaii*, which identified infill and mixed-use development, and parking management, as key strategies to reduce greenhouse gas emissions, vehicle miles traveled and improve transportation choices for Hawaii residents.

This bill is consistent with several goals of the Oahu Regional Transportation Plan including support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and cultural assets. Providing more housing in and around high-quality public transportation and where people can meet their daily needs without a car, can help residents save on their transportation costs, improve their quality of life, and reduce transportation emissions and traffic congestion.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution (23 CFR 450.300).

OahuMPO notes the amendments and comments by HCDA and respectfully requests the Committee adopt and consider them. Thank you for the opportunity to provide testimony on this measure.

⁵ https://www.nrdc.org/sites/default/files/cit_07092401a.pdf

⁶ <https://climate.hawaii.gov/wp-content/uploads/2023/07/Investing-in-Transportation-Choices-V6.pdf>



**Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB1669 - Relating to Transit Oriented Development
Senate Committee on Ways and Means (WAM)
February 12th, 2025 at 10AM**

Dear Chair, Vice Chair, and members of the WAM committee,
Mahalo for the opportunity to express **SUPPORT for SB1669, which would establish a transit oriented community improvement partnership within the Hawai'i Department of Transportation.**

This testimony is being submitted on behalf of the Hawai'i Appleseed Center for Law and Economic Justice. Our organization works to build a Hawai'i where everyone has genuine opportunities to achieve economic security and fulfill their potential. Affordable, accessible, and safe transportation is crucial for fostering economic equality as it enables individuals of all backgrounds to access employment opportunities, education, and essential services.

This bill represents a forward-thinking and comprehensive approach to planning transit oriented development (TOD) communities. This approach integrates housing, transportation, and public space amenities. The focus on future parking amenities is of particular importance, given the financial burden that parking can pose. For example, in 2020, the Ulupono Initiative estimated that parking cost the developer \$42,000 per space within a structured, multi-level podium building in urban Honolulu.¹ The cost of developing and operating parking is often passed onto consumers in various forms (directly and indirectly), and can exacerbate housing affordability challenges.

The bill also seeks to enhance future TOD communities through the provision of parks, recreational areas, and community gathering spaces. The inclusion of these public space amenities has been shown to reduce residents' stress and improve their mental and physical health. These qualities are important as we navigate the social and environmental challenges that arise with urbanization.

Mahalo for the opportunity to testify on this measure.

Abbey Seitz

Abbey Seitz

Hawai'i Appleseed Center for Law and Economic Justice
Director of Transportation Equity

¹ Ulupono Initiative, "The Costs of Parking in Hawai'i," 2020.
<https://ulupono.com/media/ivcfs2pu/the-cost-of-parking-in-hawaii-report-2020-08.pdf>.



Written Testimony before Senate

COMMITTEE ON WAYS AND MEANS

Wednesday, February 12, 2025 (10:01 am), Room 211

RE: SB 1669 SD1 RELATING TO TRANSIT ORIENTED DEVELOPMENT.

Chair Dela Cruz, Vice Chair Moriwaki, Members of the Senate Committee on Ways and Means:

Trees for Honolulu's Future ("TFHF") is a nonprofit organization with a vision for a tree-filled island that preserves and enhances our quality of life, especially in the face of climate change.

We support the above-referenced Bill, which establishes Transit Oriented Community Improvement Partnership within the Department of Transportation and a plethora of associated activities. Amendments made by the subject matter committees made this bill even better and sounder.

Focusing on the big picture, SB1669 desires to *create walkable communities along transit oriented corridors for working families that are affordable, livable, healthy, happy, equitable, and secure* while driving down the cost of housing, a key impediment to all the things just listed. We applaud the introducers of this bill to propose a way forward to address long standing obstacles in forging a Hawai'i we believe, the vast majority of residents want, with those features italicized above.

While the built environment is critical, we wish to point out if we truly want livable, healthy, happy spaces, green infrastructure, such as trees, are critical. Trees provide myriad benefits from cooling/shade that make pedestrian and multimodal transportation options work best to improve air quality, provide beauty, adding to resilience, and so much more. All that said, it has been in our experience that landscape planning is the last aspect of development considered after streets, underground utilities, and other infrastructure have already been designed. We suggest by putting green infrastructure on equal footing with gray infrastructure, we can achieve the goals put forth in the bill's mandate to the Partnership. Working too with the counties is a key ingredient for success.

We urge passage of this bill to the full Senate and to crossover to the House.

Sincerely,

Daniel Dinell
President

HONOLULU is HOT TREES are COOL

Visit us: www.TreesForHonolulu.org Contact us: info@TreesForHonolulu.org Voice/Fax/Text: 808-707-6353
P.O. Box 12051, Honolulu, Hawaii 96828



February 12, 2025

TO: HONORABLE DONOVAN DELA CRUZ, CHAIR, HONORABLE SHARON MORIWAKI, VICE CHAIR, COMMITTEE ON WAYS AND MEANS.

SUBJECT: **SUPPORT THE INTENT OF S.B. 1669 SD1, RELATING TO TRANSIT ORIENTED DEVELOPMENT.** Establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation. Establishes the Community Improvement Revolving Fund. Allows for transfers of land development rights to the Partnership. Requires annual reports to the Legislature. Appropriates funds. Effective 7/1/2050.

HEARING

DATE: Wednesday, February 12, 2025
TIME: 10:01 a.m.
PLACE: Capitol Room 211

Dear Chair Dela Cruz, Vice Chair Moriwaki and Members of the Committees,

The General Contractors Association of Hawaii (GCA) is an organization comprised of approximately five hundred (500) general contractors, subcontractors, and construction related firms. The GCA was established in 1932 and is the largest construction association in the State of Hawaii. Our mission is to elevate Hawaii's construction industry and strengthen the foundation of our community.

GCA **supports the intent** of S.B. 1669 SD1, which establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation. Establishes the Community Improvement Revolving Fund. Allows for transfers of land development rights to the Partnership. Requires annual reports to the Legislature. Appropriates funds.

The State is facing a housing crisis and GCA supports the intent of this measure as a new approach to addressing the issue by taking a broader perspective of development, particularly in transit-oriented development zones.

Thank you for the opportunity to provide testimony on this measure.



February 11, 2025

TO: Honorable Donovan M. Dela Cruz, Chair
Committee on Ways and Means

Honorable Sharon Y. Moriwaki, Vice Chair
Committee on Ways and Means

FROM: Legislative Advocacy Committee
American Institute of Architects, Hawaii State Council

SUBJECT: **Senate Bill 1669 SD1**
Relating to Transit Oriented Development

The American Institute of Architects

AIA Hawaii State Council
828 Fort Street Mall, Suite 100
Honolulu, HI 96813

T (808) 628-7243
contact@aiahonolulu.org
aiahonolulu.org/AIAHawaiiStateCouncil

Dear Chair Dela Cruz and Vice Chair Moriwaki; and Members of the Committee,

The American Institute of Architects (AIA) Hawaii State Council and our Legislative Advocacy Committee **SUPPORT** SB 1669 SD1 based on the general intent of the bill.

Intent for planning / leadership for community amenities:

One of AIA Hawaii's board approved Areas of Focus set forth by our Charter is to strongly "Support programming to develop affordable homes, liveable communities, and pleasing settings which respond to Hawaii's environment." Further, our National AIA organization has been working to achieve the "AIA Strategic Plan 2021-2025" stating that AIA members are to be endeavoring to "Optimize architects' presence and impact by equipping and preparing them to serve as conveners, collaborators, civic leaders, and change agents in developing and delivering solutions to society's most pressing needs." We offer the following crucial but minor updates to SD1 for consideration:

Limit "Public parking hubs"

Transit oriented design and development in Hawaii must start with an understanding that walkable communities embody goals to reduce vehicular traffic. Additionally our State's energy goals look to a bright future of reduction in carbon output and thus a reduction of fuel emissions from non electric vehicles. We recommend amending page 13, line 1:

"(C) Public parking hubs of meaningful capacity, including more than 50% of the parking stalls provided be for charging for electric vehicles pursuant to section 225P-8, within a

reasonable distance of which the partnership may waive requirements for or limit the number of parking stalls required by the State or counties; “

Architects play a major role in community development

AIA highly recommends a member of the board of directors have significant understanding of building design in addition to urban planning. We recommend amending page 18, line 12:

“(6) A member with history and expertise in urban planning building design and/or architecture by means of State of Hawaii licensed architect, to be appointed by the president of the senate; and”

And amending page 45, line 13:

“(B) One full-time equivalent (1.0 FTE) planner and/or licensed architect position; and “

Thank you for the opportunity to offer our strategic requests in **SUPPORT** to Senate Bill 1669 SD1.

Sincerely,
AIA Legislative Advocacy Committee
American Institute of Architects, Hawaii State Council

February 11, 2025

LATE

The Honorable Donovan M. Dela Cruz, Chair
The Honorable Sharon Y. Moriwaki, Vice Chair
and Members of the Senate Committee on Ways and Means

Re: Testimony: SB 1669, SD1 Relating to Transit Oriented Development
Hearing: February 12, 2025 at 10:01 AM, Conference Room 225

Dear Chair Dela Cruz, Vice Chair Moriwaki, and Committee Members:

Stanford Carr Development (SCD) **supports** SB 1669, SD1, which establishes the Transit Oriented Community Improvement Partnership (Partnership) within the Department of Transportation.

We support the creation of the Partnership as it aligns with the key principles of successful transit-oriented development, as identified by the Urban Design Lab. These principles include connecting dense employment centers, fostering regional collaboration, implementing proactive planning and public policies, and encouraging public-private partnerships.

The Partnership's priorities—developing higher-density areas along the transit line and expanding infrastructure capacity—are essential for economic growth. Increased infrastructure investment will not only drive economic development but also help address the housing needs of our community.

Thank you for the opportunity to provide comments on this measure.

Respectfully,



Stanford S. Carr



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3442 Wai'alaie Ave., Suite 1
Honolulu, HI 96816

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

SENATE COMMITTEE ON WAYS AND MEAN
WEDNESDAY, FEBRUARY 12, 2025 – 10:01AM

LATE

**Hawai'i Bicycling League STRONGLY SUPPORTS SB 1669, SD 1,
Relating to Transit Oriented Development**

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and Committee Members,

My name is Eduardo Hernandez, and I am the Advocacy Director of the Hawai'i Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll.

Throughout its 50-year history, HBL has consistently identified that land use and transportation policies have too often favored sprawling suburbs, necessitating more cars and nudging people to drive at higher speeds. As such, serious injuries and traffic deaths remain a pernicious threat on roadways statewide, especially for vulnerable road users.

Moreover, this overreliance on cars comes at a very steep financial cost for individuals, families and businesses. Owning and operating a vehicle can cost upwards of \$10,000/year and, a 2020 Ulupono Initiative estimated that parking cost the developer \$42,000 per space within a structured, multi-level podium building in urban Honolulu.¹ The cost of developing and operating parking is often passed onto consumers in various forms (directly and indirectly), and can exacerbate housing affordability challenges.

By establishing a leadership agency to prioritize, plan, and build community infrastructure and amenities such as parks, public spaces, markets, and other amenities that make communities livable, desirable, the state can chart a new way forward for future generations, to choose lower cost and more sustainable transportation choices.

We urge you to support SB 1669, SD 1. Thank you for this opportunity to testify.

Eduardo Hernandez
Advocacy Director

¹ Ulupono Initiative, "The Costs of Parking in Hawai'i," 2020.
<https://ulupono.com/media/ivcfs2pu/the-cost-of-parking-in-hawaii-report-2020-08.pdf>.

SB-1669-SD-1

Submitted on: 2/10/2025 2:45:14 PM

Testimony for WAM on 2/12/2025 10:01:00 AM

Submitted By	Organization	Testifier Position	Testify
Chelsie Counsell	Individual	Support	Written Testimony Only

Comments:

I am in support of this bill to establish the Transit Oriented Community Improvement Partnership within the Department of Transportation and the Community Improvement Revolving Fund. Improved infrastructure for transit can greatly improve the connectedness and livability of our communities.

SB-1669-SD-1

Submitted on: 2/10/2025 6:02:44 PM

Testimony for WAM on 2/12/2025 10:01:00 AM

Submitted By	Organization	Testifier Position	Testify
JONATHAN LOTT	Individual	Support	Written Testimony Only

Comments:

I support this, although I don't support The Rail as it is "developing" currently. Hoping some day the guideway can be put to good use and not be an O&M infinite sink for our funds so that the TOD along the corridor is justified.

SB-1669-SD-1

Submitted on: 2/11/2025 12:07:18 AM

Testimony for WAM on 2/12/2025 10:01:00 AM

Submitted By	Organization	Testifier Position	Testify
Jacob Wiencek	Individual	Support	Written Testimony Only

Comments:

Aloha Committee Members,

Transit oriented development is critical to building the sustainable communities of the future. Relieving traffic congestion and fostering healthier neighborhoods will lead to greater prosperity and opportunity for individuals. I strongly encourage this Committee to SUPPORT this bill!

LATE

SB-1669-SD-1

Submitted on: 2/12/2025 2:21:00 AM

Testimony for WAM on 2/12/2025 10:01:00 AM

Submitted By	Organization	Testifier Position	Testify
Christopher Tipton	Individual	Support	Written Testimony Only

Comments:

I write to support this bill. For far to long, we've had laws and regulations making our housing development completely dependedent on everyone to own a private car. Transit oriented development is how we were building our cities and housing prior to our suburban experiment - an experiment that has abjectly failed. Let's return to development that let's people be free to get about their lives without the mandated burden of car ownership.