



Welina mai kākou!

HUD Thriving Communities Group Technical Assistance



May 7, 2026

8:00AM-12:00PM



Oahu Metropolitan Planning Organization (MPO)



- Federally required organization to provide more localized transportation decision-making
- Coordinates transportation planning and funding for the island of O‘ahu between federal, state, and city stakeholders
- The OahuMPO Policy Board is the decision-making body that makes decisions about how the region spends federal transportation funding



MPOs and Housing Coordination

MPO housing coordination is included under [23 U.S.C. § 134 \(k\)](#) in the Infrastructure Investment and Jobs Act.

- Integration of housing, transportation, and economic development strategies
- Coordination in integrated planning processes and consultation with State and local entities responsible for land use, economic development, housing, management of road networks, or public transportation

Workshop Objectives

1. Identify challenges to housing-transportation coordination
2. Connect with one another
3. Learn from emerging practices from other place to improve coordination and outcomes
4. Identify how the MPO can assist with housing-transportation coordination
5. Identify next steps

OahuMPO's Current Housing Coordination



- Fund DPP's land-use model to inform long-range planning
- Model outputs are fed into the MPO's Travel Demand Forecast Model
- Results project how traffic patterns will change and guides federal transportation funding and selection of projects.
- Incorporated multimodal accessibility as a prioritization metric
- The 2050 O'ahu Regional Transportation Plan includes a housing related goal, objective, and performance measures.

Mahalo to Participating Organizations



Federal Partners:



State Partners:



City Partners:



Thriving Communities TA Facilitation Team



Sumi Malik, AICP
ICF, Transportation SME



Kyle Smith
ICF, Housing SME

Agenda

- Stage Setting & Introductions
- Module 1: Timing Housing in Transportation Planning
- 15 Minute Break
- Module 2: Redeveloping Underutilized Land Near Transportation
- MPO Housing Coordination and Next Steps
- Closing Summary

About HUD's Thriving Communities Program



HUD's Thriving Communities Technical Assistance (TCTA) program is designed to help local governments boost housing production and supply near federally funded transportation infrastructure improvements.

Through this program, local governments receive technical assistance to:

- ✓ **Identify and position properties for redevelopment** into housing, including sites in Opportunity Zones.
- ✓ **Stabilize communities**, create and preserve family-friendly housing, and support growth for local businesses.
- ✓ **Reform local regulations** to expand housing production and supply.
- ✓ **Build partnerships** with stakeholders, including public-private partnerships with developers.



Technical Assistance Available

- **Group Technical Assistance**

- What we are doing today
- Group facilitation, consensus building, and providing solutions around TCTA program areas

- **Direct Technical Assistance**

- Intensive, hands-on support for communities with complex or multi-phase needs
- To request TA, visit [HUD Thriving Communities Technical Assistance Program Page \(HUDUSER.GOV\)](#) and submit the TA request form

- **Short-Term Technical Assistance**

- Targeted assistance designed to address specific challenges
- To request short-term TA, send an email directly to kyle.smith@icf.com



Importance of Coordination of Housing and Transportation



Housing works at a regional scale

People live, work, commute and access services across jurisdictions. Land use decisions in one community can affect affordability in a neighboring community.



Rooms like this matter

Regional coordination creates space to align goals, share data, and troubleshoot challenges across agencies.

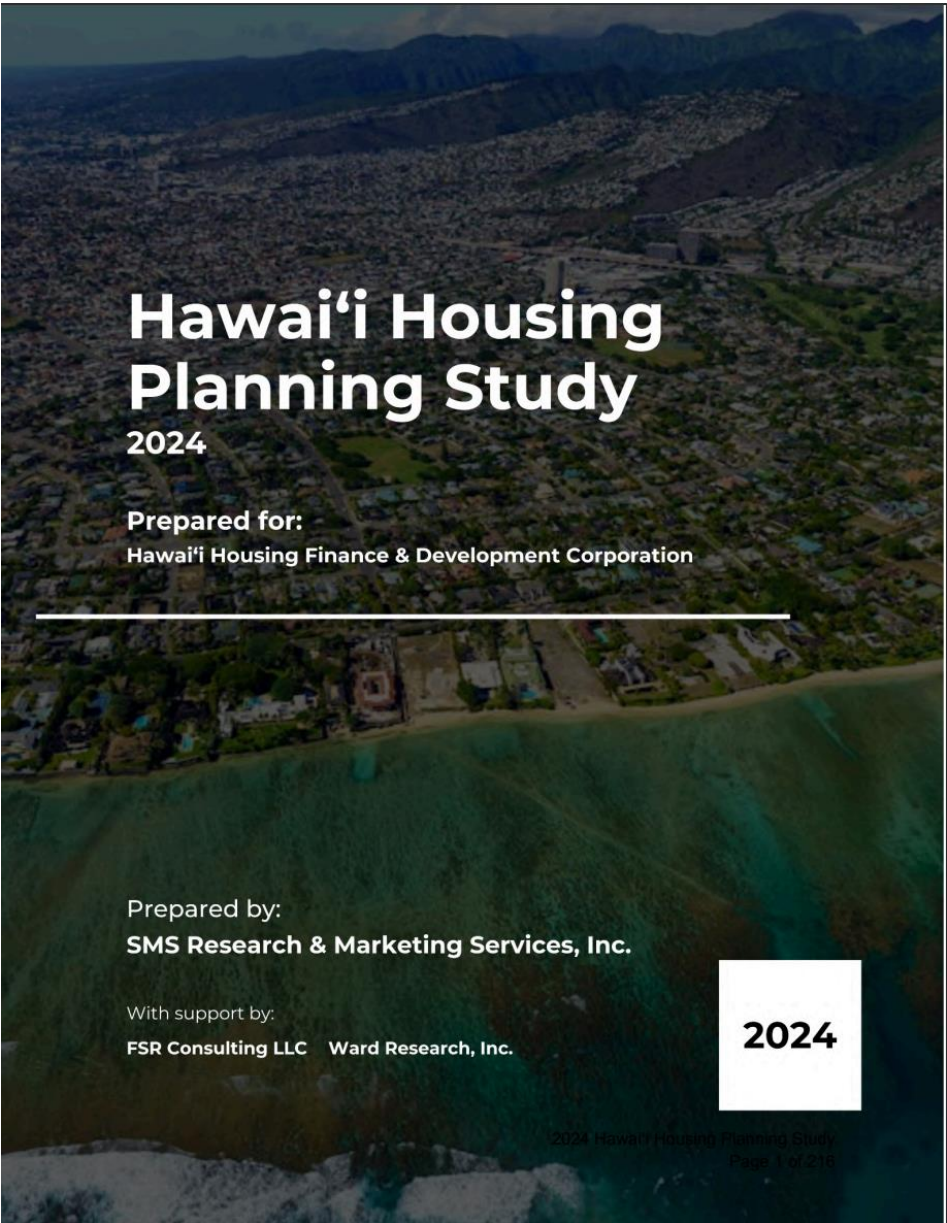
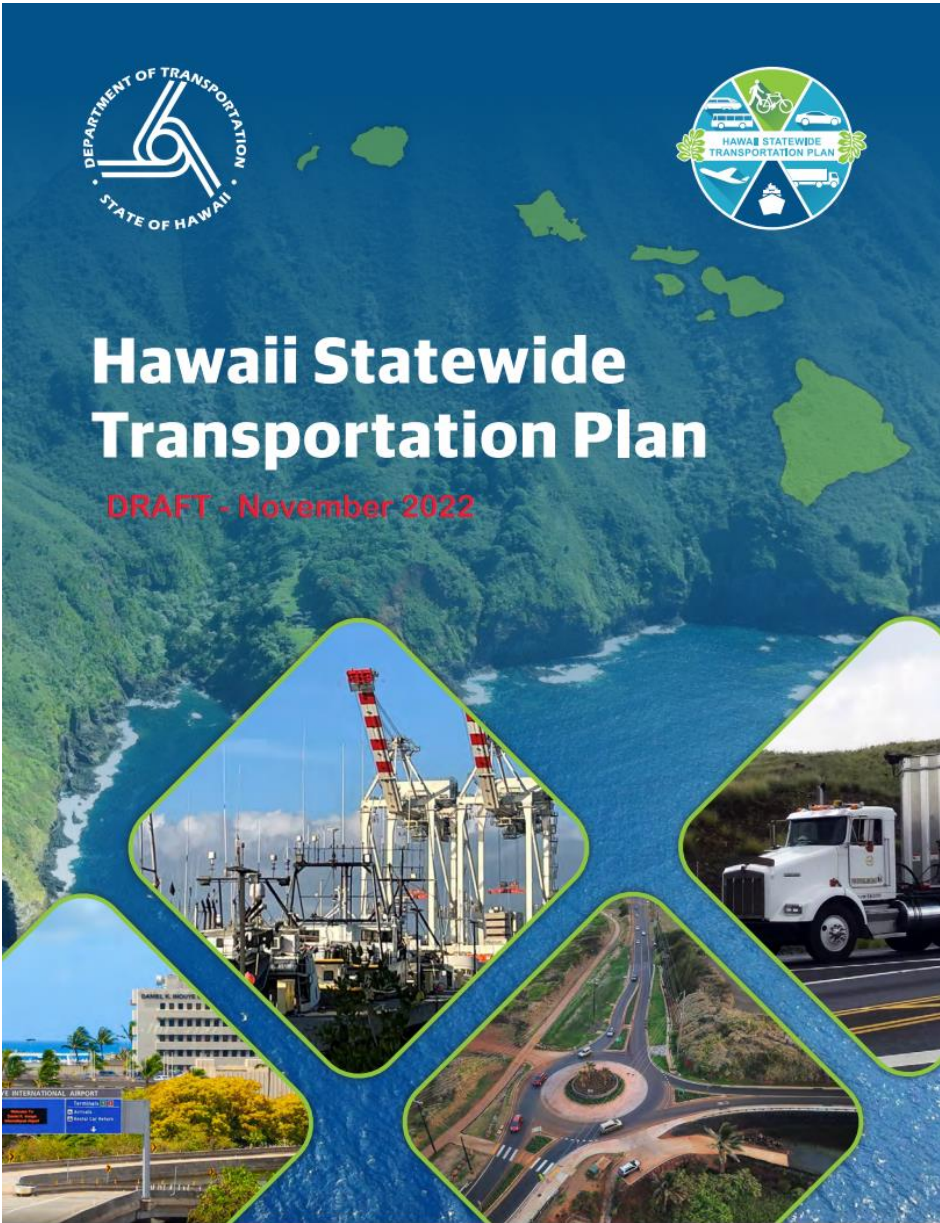


Big thinking leads to better outcomes

Communities that collaborate regionally can move faster, avoid duplication, and unlock funding and policy tools that may not be possible alone.



Plan Implementation is Underway



Continuing Your Momentum



- **Projects Underway**

- Skyline Rail Segment 3 (Segments 1 and 2 complete!)

- **Improving Local Policy and Processes**

- Expanding areas that allow housing
- Shortening development review time
- New data tools to track affordable housing
- Expanding the City's TIA process

- **Grants and Funding**

- FTA TOD Planning Grant
- HUD Pro Housing Grant
- Recently Enacted State Housing Bills (HB 1007, 1406, 1409; SB 1002, 1170; HCR 66)

- **Recent TOD Plans**

- Halawa Aloah Stadium Station Area (2020)
- Iwilei Infrastructure Improvement Master Plan (2023)
- Kalihi Neighborhood TOD Plan (2017)
- Downtown Neighborhood TOD Plan (2020)
- Iwilei/Kapālama TOD Infrastructure Needs Assessment (2018)
- TOD Infrastructure Finance and Delivery Strategy, State of Hawai'i (2023)





Recap of Survey Results



An aerial photograph of a city street, showing a row of houses, a train track, and a parking lot. The image is overlaid with a semi-transparent blue rectangle containing the title text.

KEY CHALLENGES & OPPORTUNITIES

HUD Thriving Communities Housing & Transportation Workshop
Pre-Session Survey Results

Key Coordination Challenges



Funding

Capital vs. Operating
misalignment

Different agency
funding cycles



Governance

Disconnected
responsibilities

Limited data sharing

Inconsistent land use
data



Implementation

Limited housing finance
tools

Title and land court
challenges

Parking requirements



Design

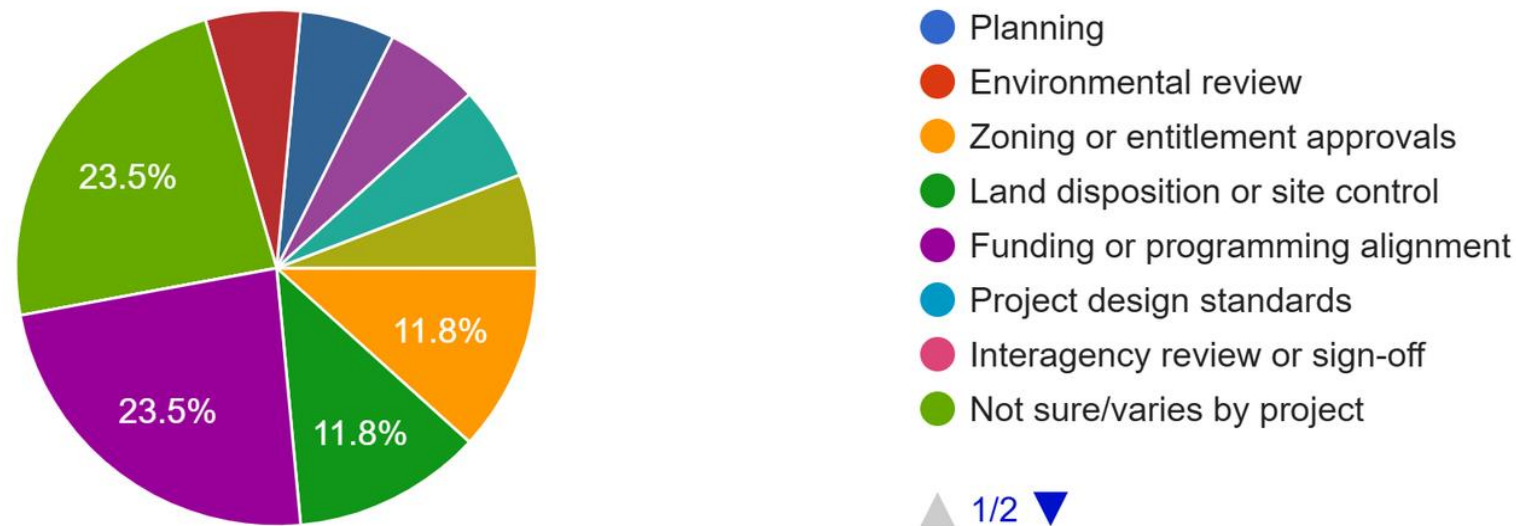
Limited community
and urban design
integration

Timeline Delays



At which stage do housing and transportation timelines most often experience delays?

17 responses



Top Phases for Delay:

- Varies by Project
- Funding and Programming Alignment
- Land Disposition or Site Control
- Zoning or Entitlement Approvals

Other Responses:

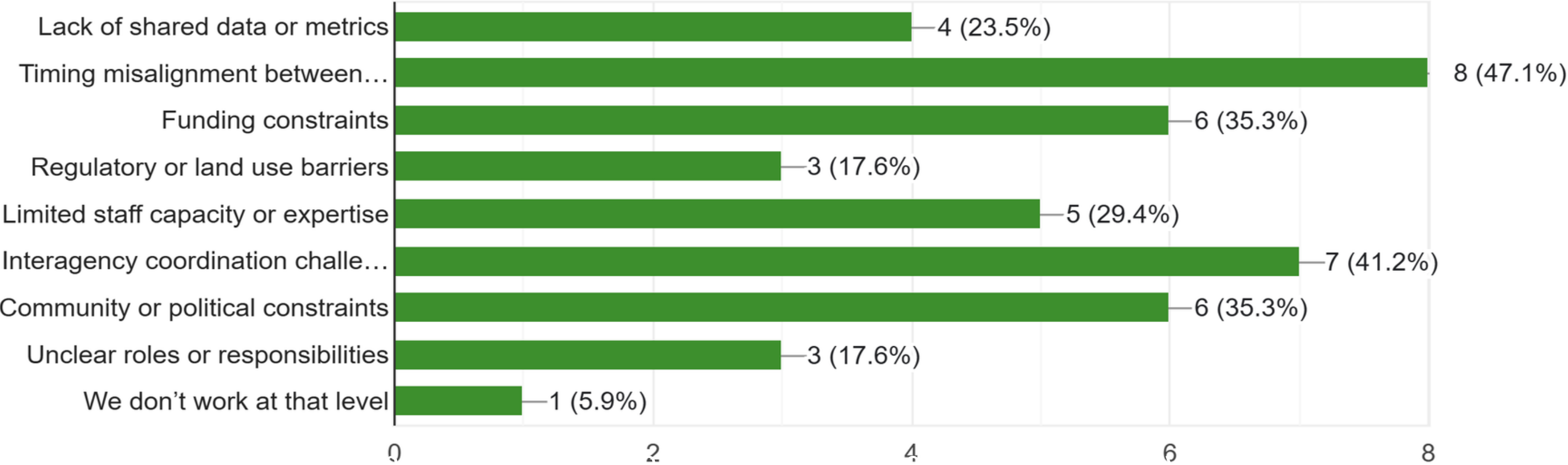
- Procurement
- Lack of coordination and alignment of land use goals
- Infrastructure availability
- Delays appear in all phases

Coordination



What are the biggest challenges your organization faces in coordinating housing and transportation?

17 responses

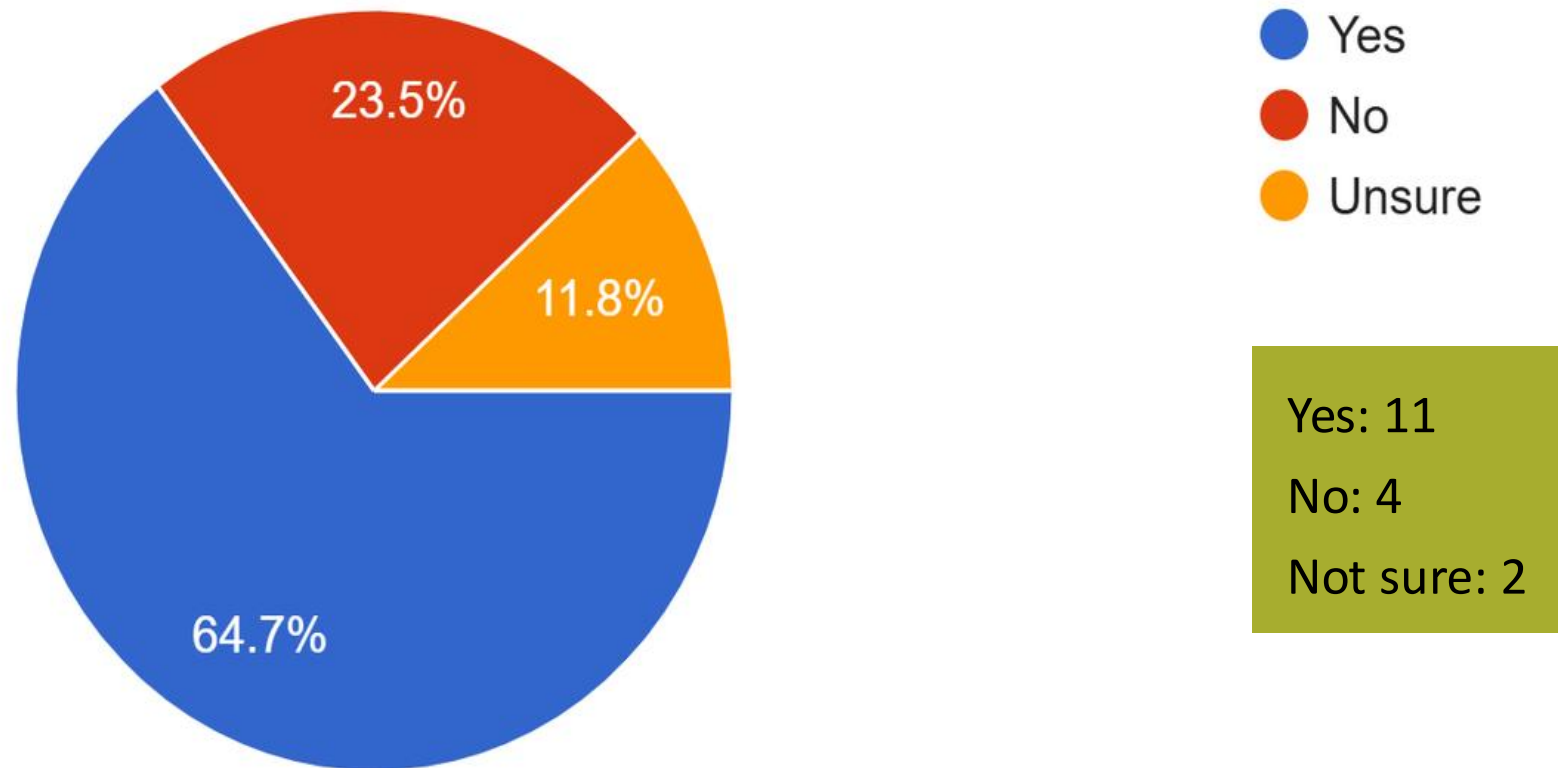


Land Opportunities



Does your organization own, manage, or influence land near transportation investments?

17 responses

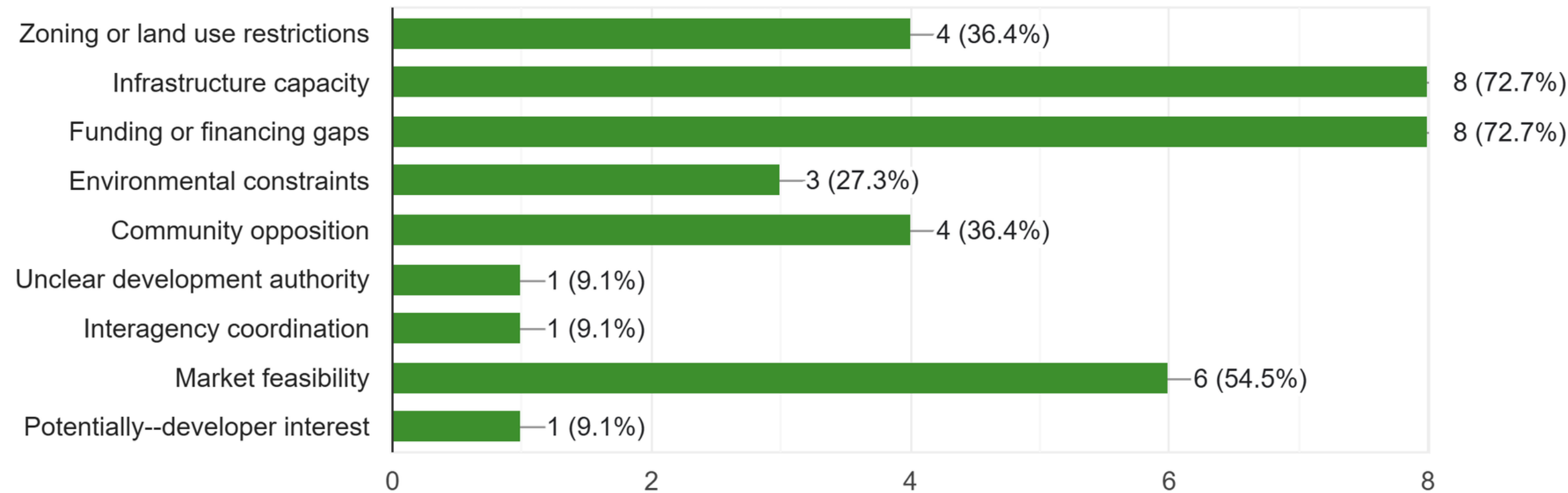


Housing Outcomes



If you answered "Yes" in the previous question, what limits housing outcomes on these sites today?

11 responses



Objectives & Goals

Desired Outcomes From Respondents:



Improve Transparency

Understand key players, timelines, & constraints

Establish land inventory & housing pipeline tracking

Reduce bottlenecks in the review process



Strengthen Coordination

Earlier communication between agencies

Better internal alignment between planners and development staff



Align Planning & Policy

Integrate housing priorities into long-range plans

Identify actionable next steps



Support Legislative & Zoning Reform

Back City and State zoning amendments



Group Introductions



At your tables, please share:

What is your name, organization, and role?

What neighborhood do you live in, and what do you like best about living there?

What is your desired outcome for this workshop?



Learning Module 1: Timing Housing in Transportation Planning



Oahu's Housing and Transportation Costs



MPO: Oahu MPO

H+T Metrics

Affordability

Housing + Transportation Costs % Income:	47%
Housing Costs % Income:	31%
Transportation Costs % Income:	16%

Demographics

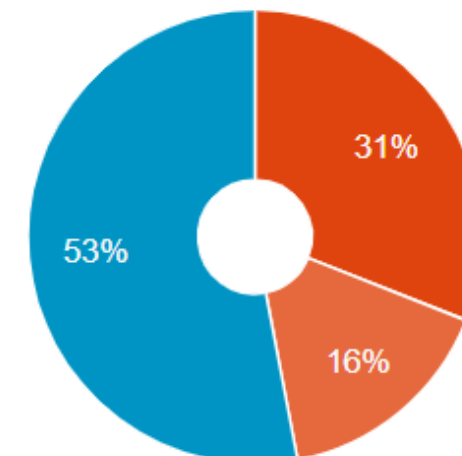
Block Groups:	770
Households:	332,810
Population:	1,007,155

CNT considers no more than **45%** of household income to be affordable

Average Housing + Transportation Costs % Income

Factoring in both housing *and* transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

- Housing
- Transportation
- Remaining Income



Source: <https://htaindex.cnt.org/fact-sheets/?focus=mpo&gid=2>

Introduction to the Challenge



**Transportation planning is relatively centralized.
Housing planning and investment are *not*.**

Bridging the Disconnect Between Housing and Transportation



Role	Who	Key Plans
 Programs Transportation	MPOs, State DOTs, Transit Agencies	ORTP 2050, UPWP, TIP
 Enables Housing	City Land Use Departments	Land Use Plans, TOD plans, Corridor Plans
 Builds Housing	Private Developers, Non-Profit Developers, Public Housing Authorities	HUD PHA 5-Year Plan
 Provides Housing Funding	Banks, Community Development Finance Institutions, HUD Entitlement Jurisdictions, State Housing Finance Agencies, Public Housing Authorities, State Agencies, Local Agencies	HUD Consolidated Plan, LIHTC Qualified Allocation Plan, Statewide Housing Plans, Comprehensive Economic Development Strategy

That's a lot of actors to coordinate!



We will discuss when and how to coordinate housing considerations into:

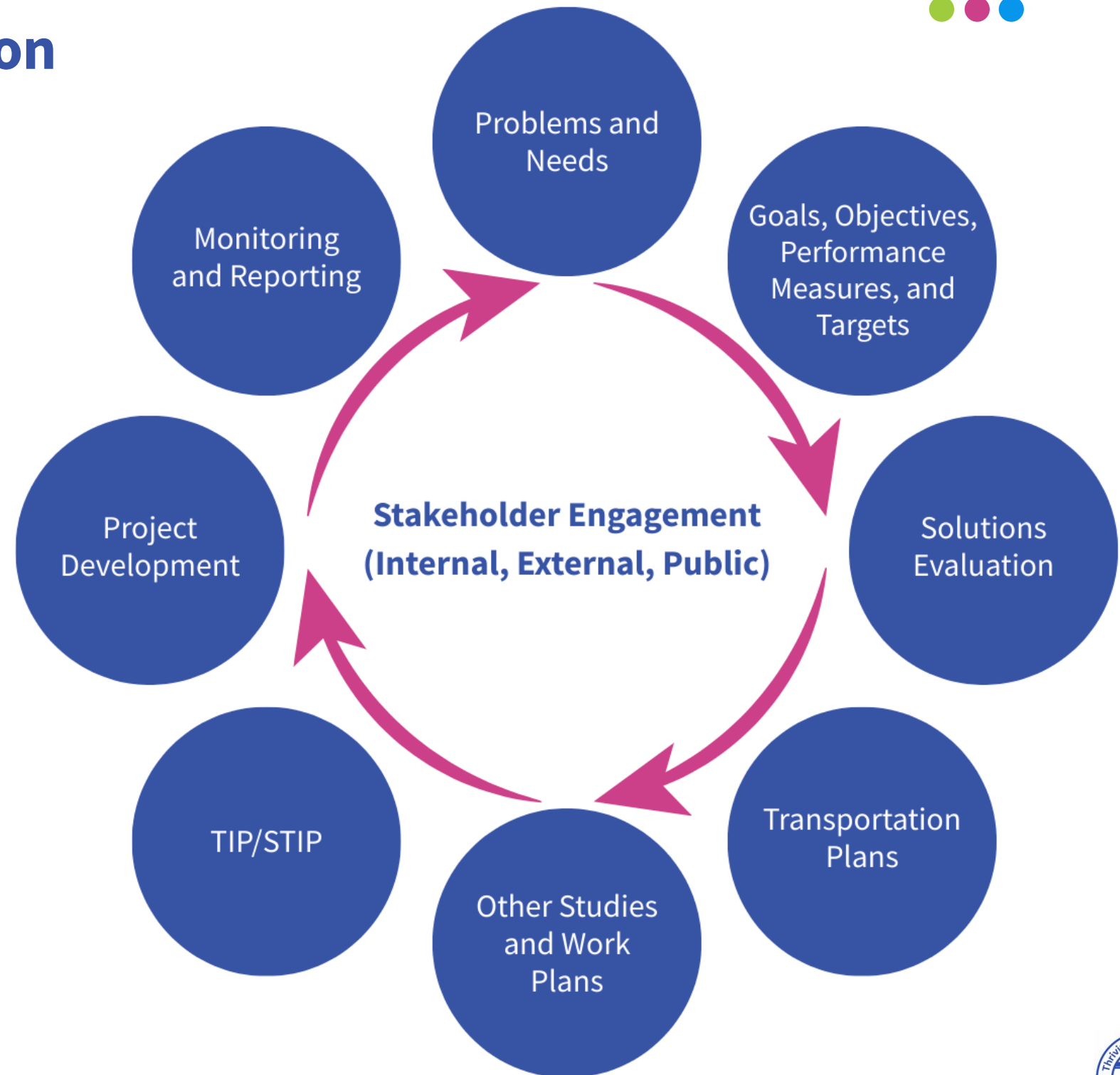
- ✓ Long range planning and the TIP process
- ✓ The transportation project planning, design, and construction process

Long-Range Transportation Planning and Housing Integration

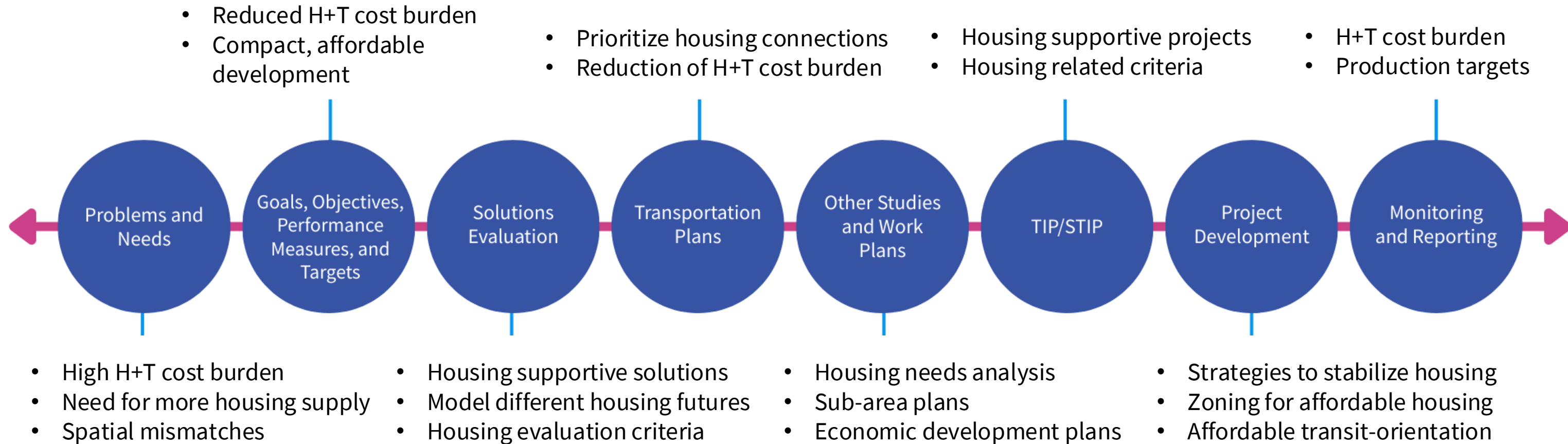


Transportation planning cycle

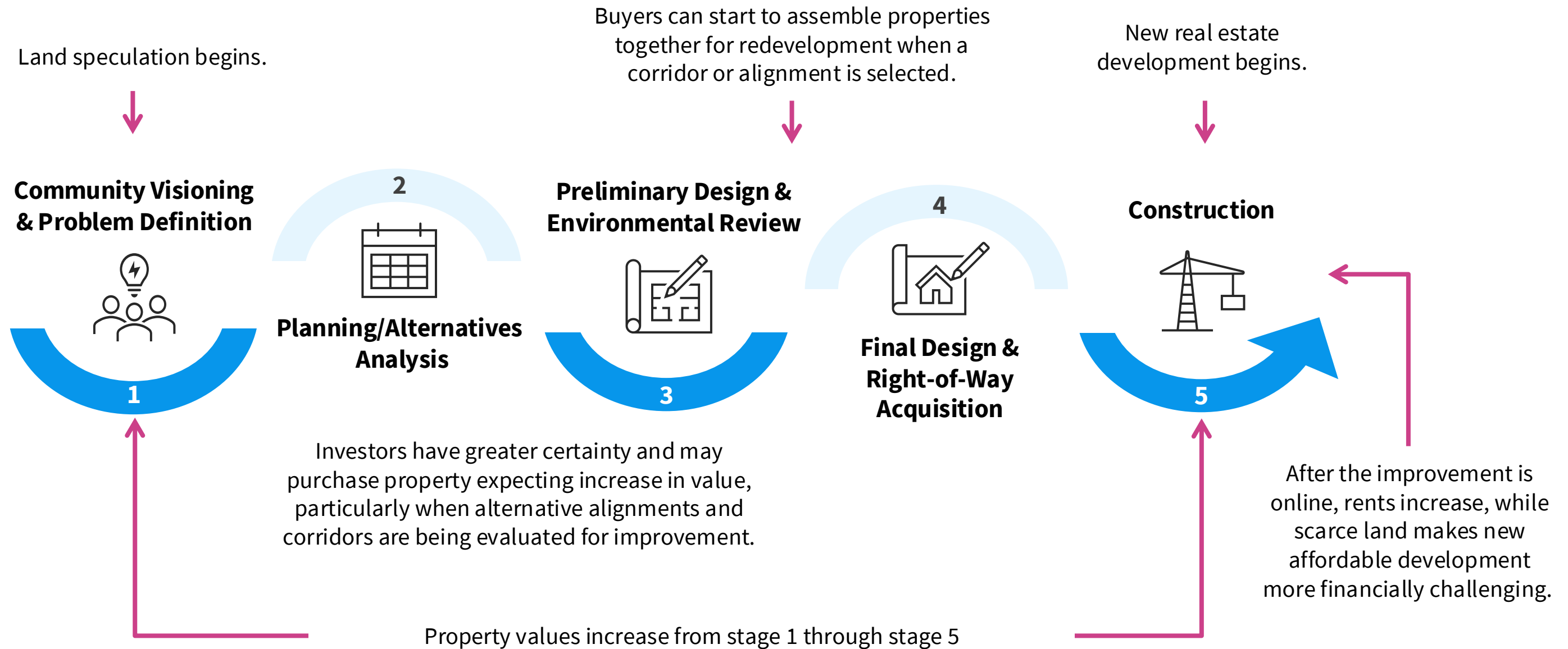
- ✓ Housing can be integrated at every stage



Long-Range Transportation Planning and Housing Integration



How The Real Estate Cycle Interacts With the Transportation Project Planning Process





Hawai'i Department of Transportation Navahine Settlement & Energy Security and Waste Reduction Plan

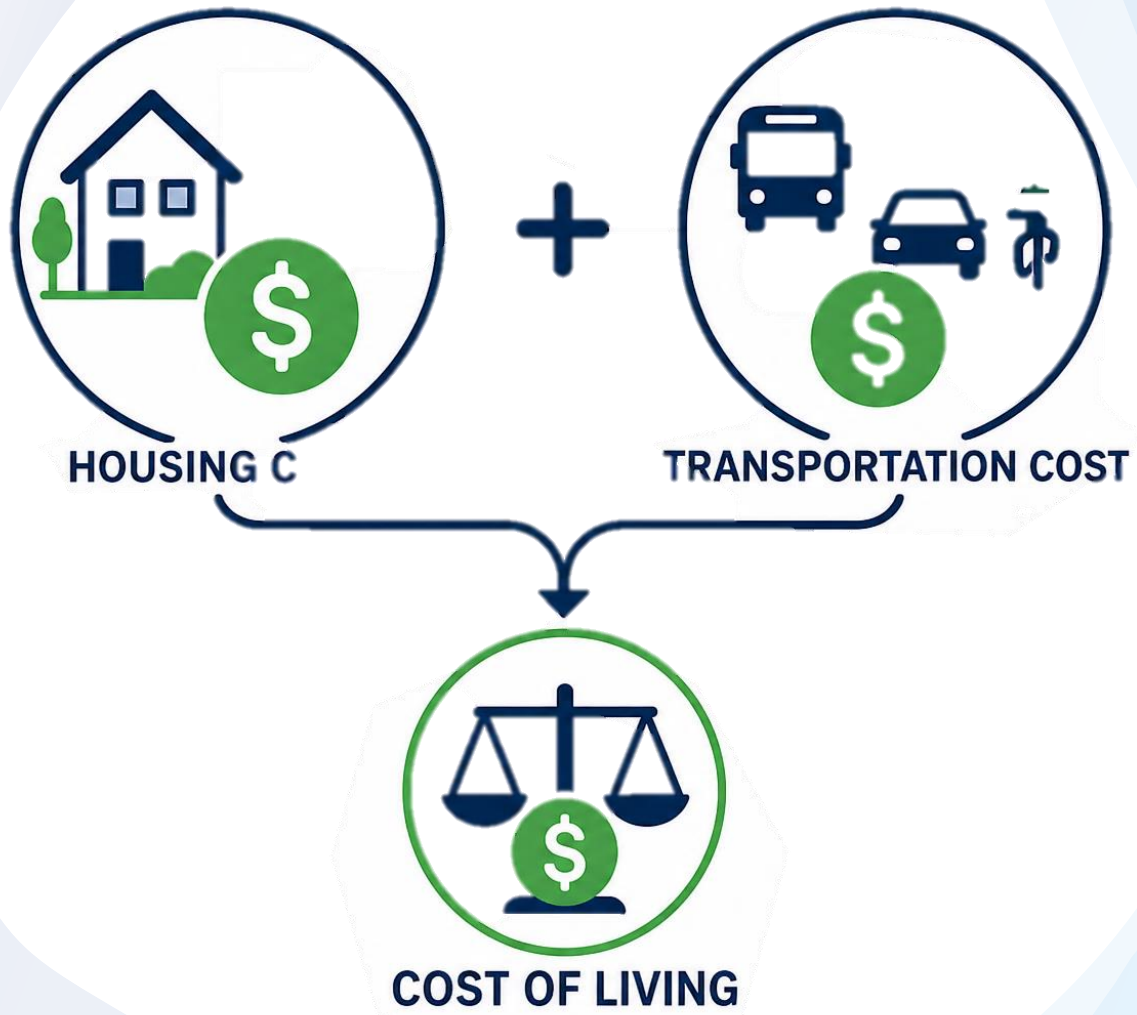




HUD Thriving Communities Workshop | May 7, 2026

Natasha Soriano – Multimodal Transportation Coordinator
Hawaii Department of Transportation
Office of Energy Security and Community Outreach

Aligning Housing and Transportation in Hawai'i



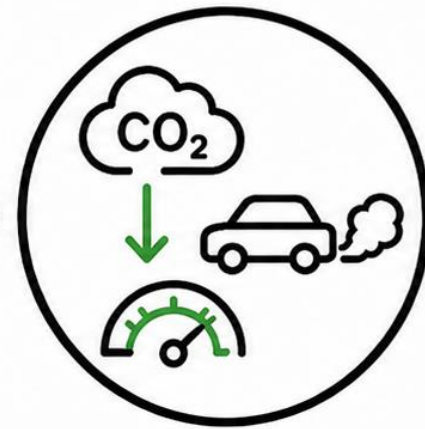
Why This Matters

- Cost of Living is Driven By
 - Housing
 - Transportation
- Challenge
 - Car Dependency increase cost
 - Dependence on imported fossil fuels increases long-term costs and vulnerability
- Opportunity
 - Transit-Oriented Development (TOD)
 - More Transportation Choices
 - Reduced need for Daily Driving

What HDOT Is Doing



Prioritized
Multimodal Network
(Pedestrian, Bike, Transit)



Incorporating
Estimated Greenhouse
Gas Emissions and
Vehicle Miles Traveled
into Project Evaluation



Considering
System-Level
Impacts



Informing
Prioritization and
Environmental
Review

LEGAL FRAMEWORK

HRS § 264-142

HDOT in partnership with the counties shall develop and implement a plan to establish:

- (1) A contiguous network of motor vehicle highways with a priority and preference for access given to public mass transportation
- (2) A contiguous network of bicycle and electric bicycle highways or pathways
- (3) A contiguous network of pedestrian highways or pathways

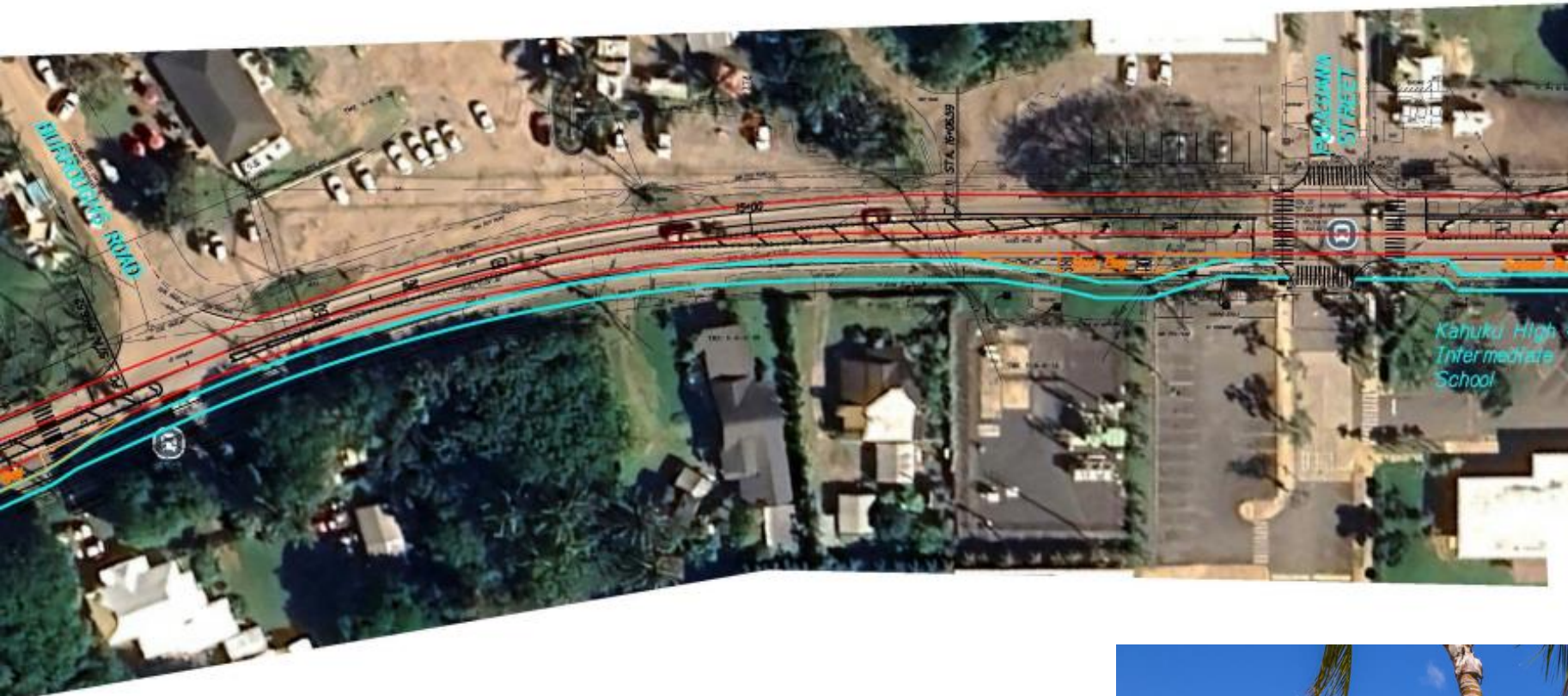
NAVAHINE SETTLEMENT

Requires HDOT to complete the pedestrian, bicycle, and transit networks in coordination with the counties as contemplated under HRS § 264-142, with a goal of completing this work in five years.



Priority Multimodal Network

- **133 Priority Multimodal Projects Statewide**
- **\$360,000,000 investment over the next 10 years**
- **74 Proposed Projects on the State Highways Bicycle and Pedestrian Networks totaling over \$300,000,000**
- **39 Proposed Projects on the State Highways Transit Network Totaling over \$51,000,000**



Types of Improvements

Dedicated facilities: crosswalks, sidewalks, shared use paths, bicycle lanes, signed shared roadways

Visibility improvements: pavement markings, lighting, advanced stop bars, curb radius adjustments, curb bulb outs

Speed management: raised crosswalks, speed humps, speed limit adjustments

Crossing improvements: medians, pedestrian scramble

Non-infrastructure: bicycle & pedestrian counts, education, enforcement

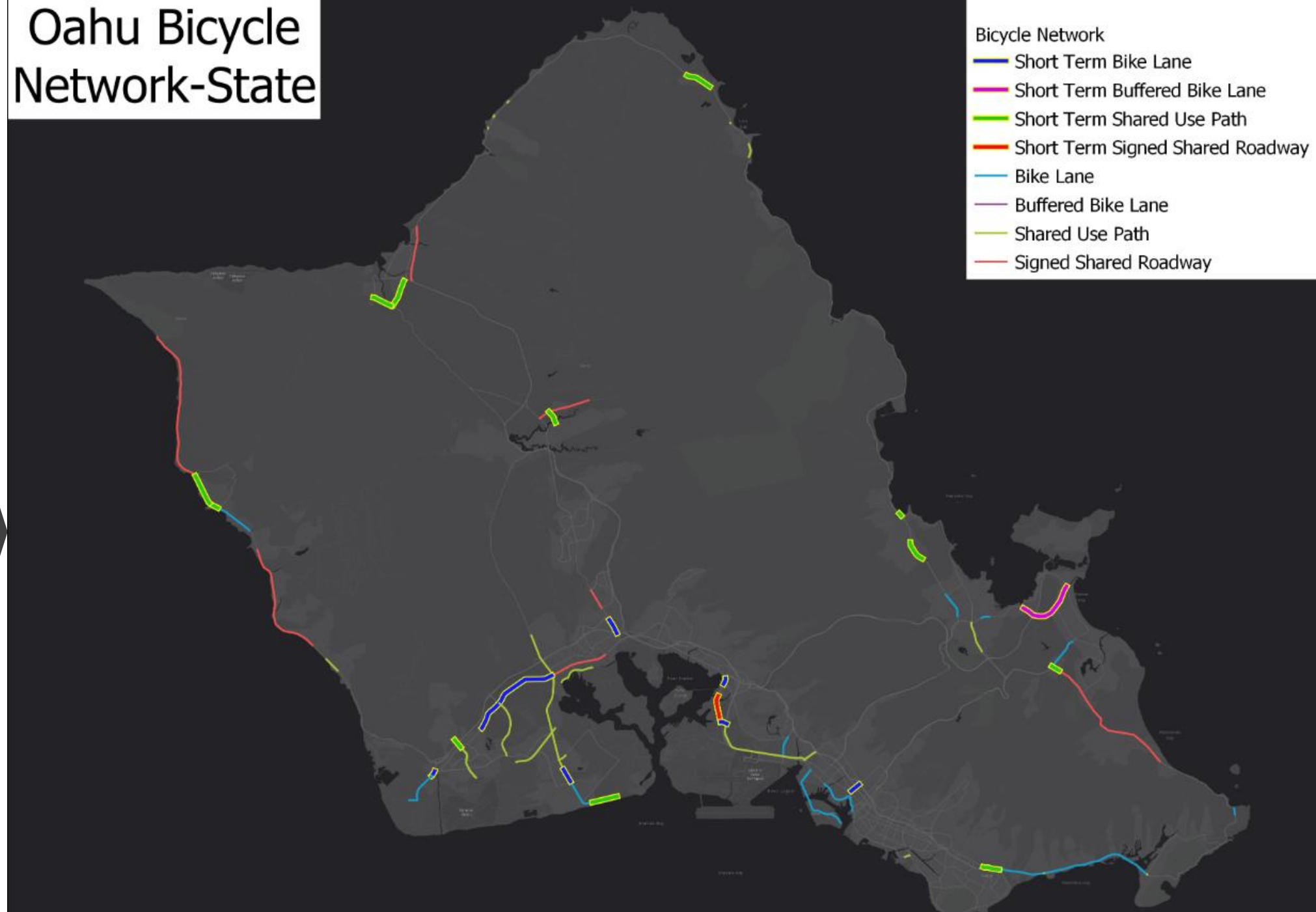


Fort Weaver Road Shared Use Path



Proposed + Existing Bicycle Network

Oahu Bicycle Network-State





Proposed+ Existing Pedestrian Network

Oahu Pedestrian Network-State



Legend

Transit Network

Proposed Statewide Transit Improvements

Proposed Oahu Express Busways

Proposed Queue Jumps



Proposed Busways Improvements



Proposed Busway Routes



Skyline



Existing Bus Routes

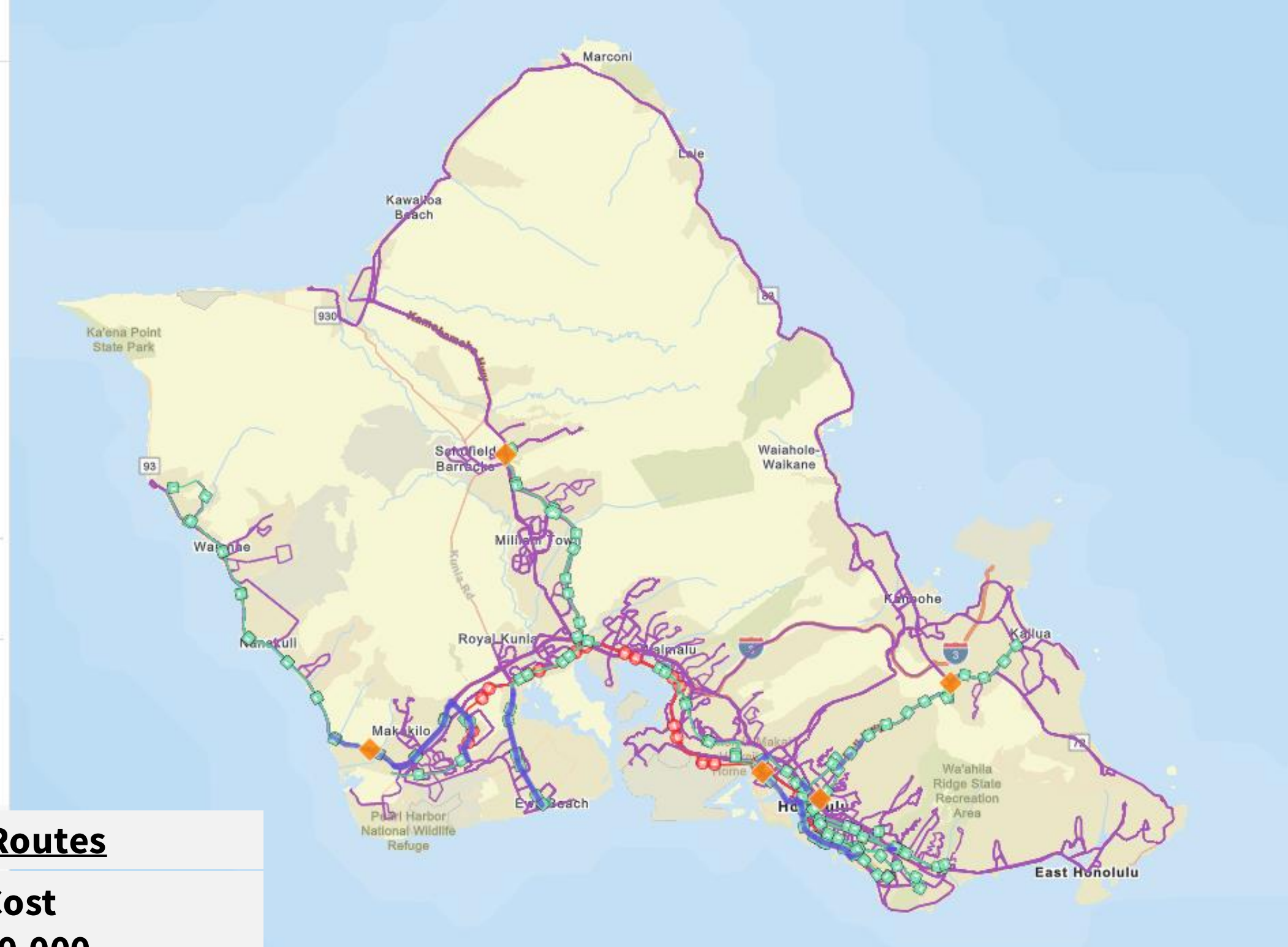
Oahu Bus Routes



18 Busway Projects along 5 Routes

- Wai'anāe/Kapolei
- Ewa/Central O'ahu
- Winward/Pali
- Honolulu Town

Total Cost
\$47,000,000



Legend

HDOT 5_year network

- Sidewalk
- Shared Use Path
- Bike Lane
- Signed Shared Roadway
- Buffered Bike Lane

Transit Network

Proposed Statewide Transit Improvements

Proposed Oahu Express Busways

Proposed Queue Jump Locations



Proposed Busway Corridors



Proposed Busway Routes



Skyline

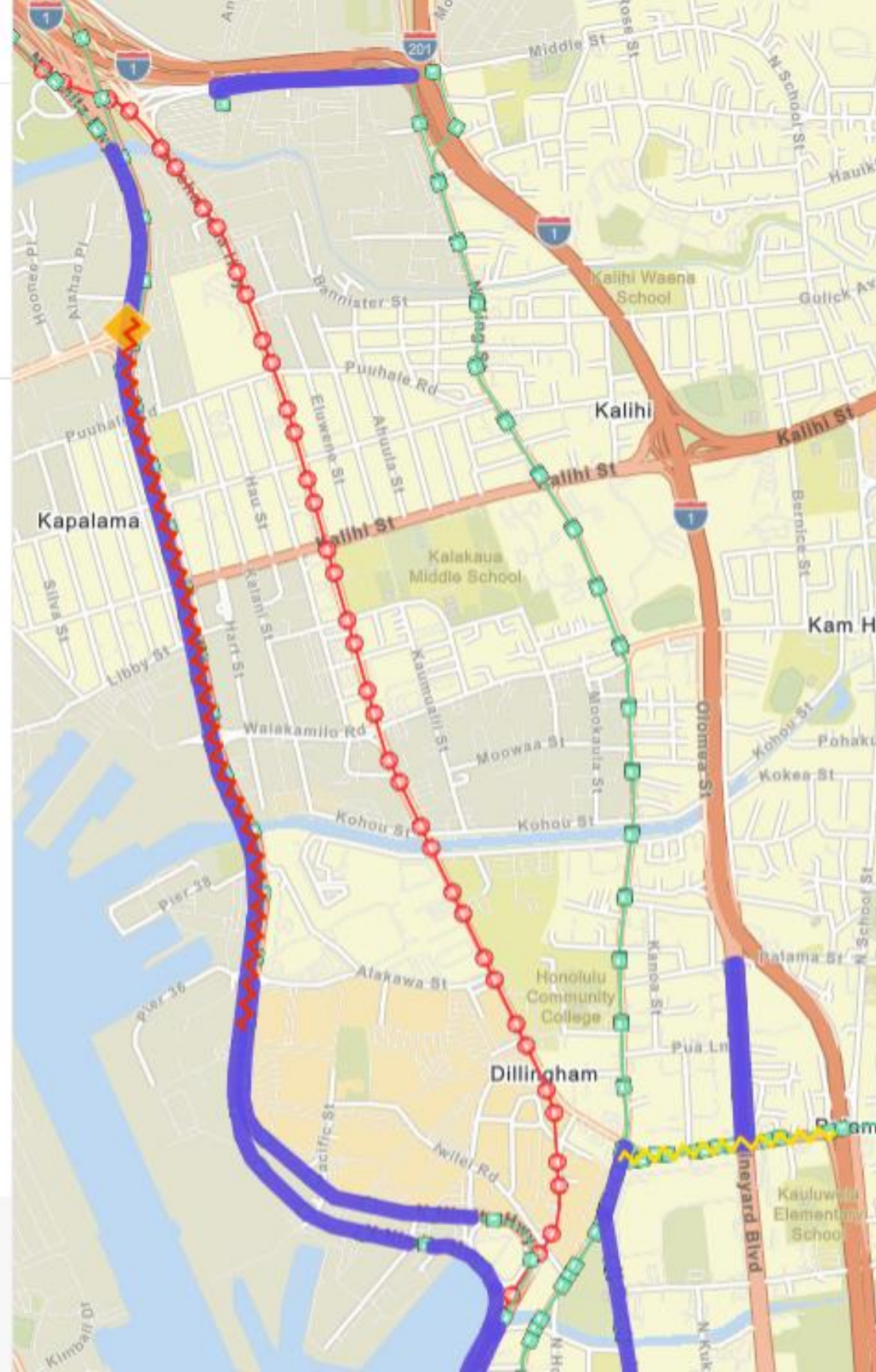
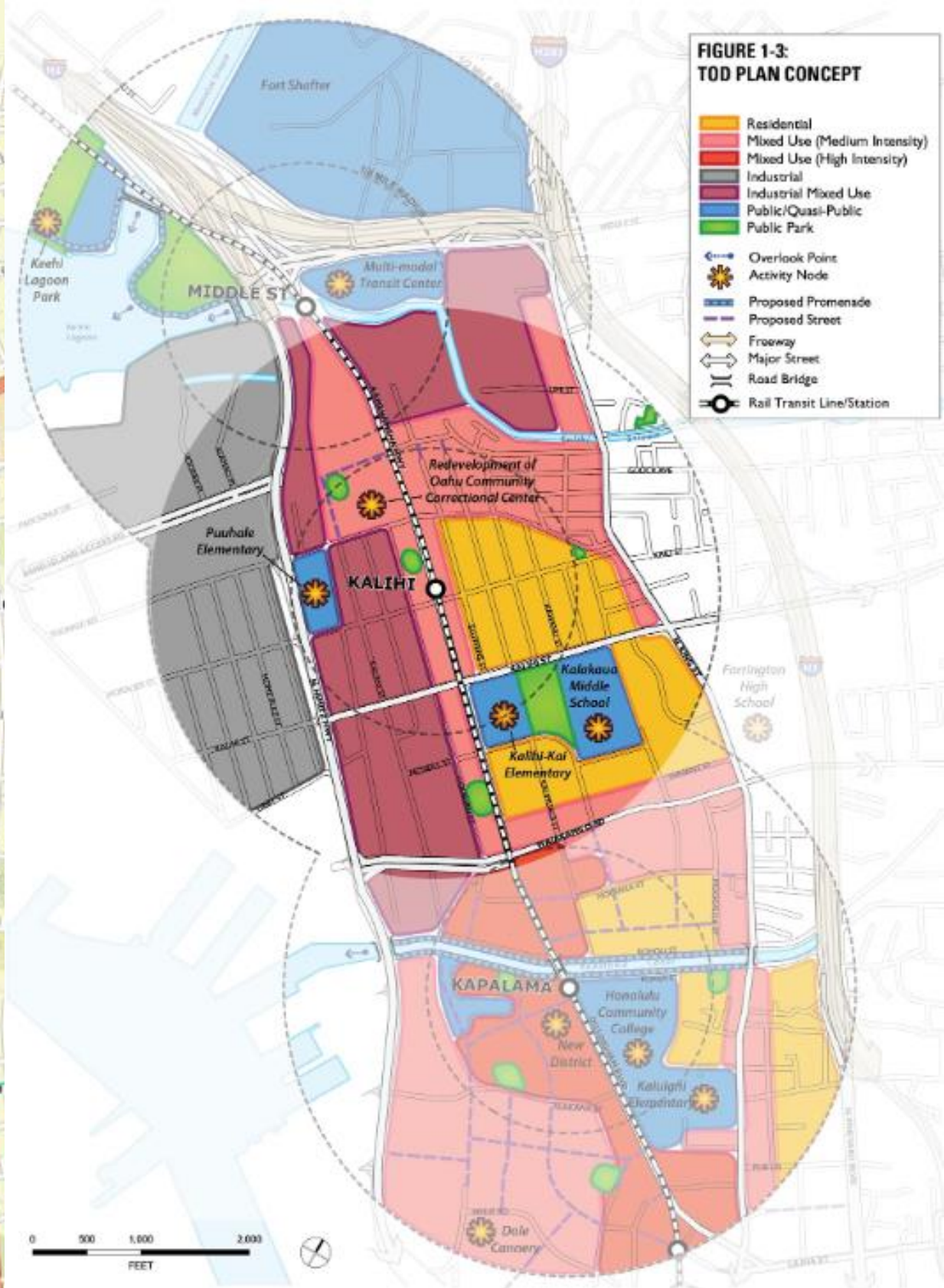


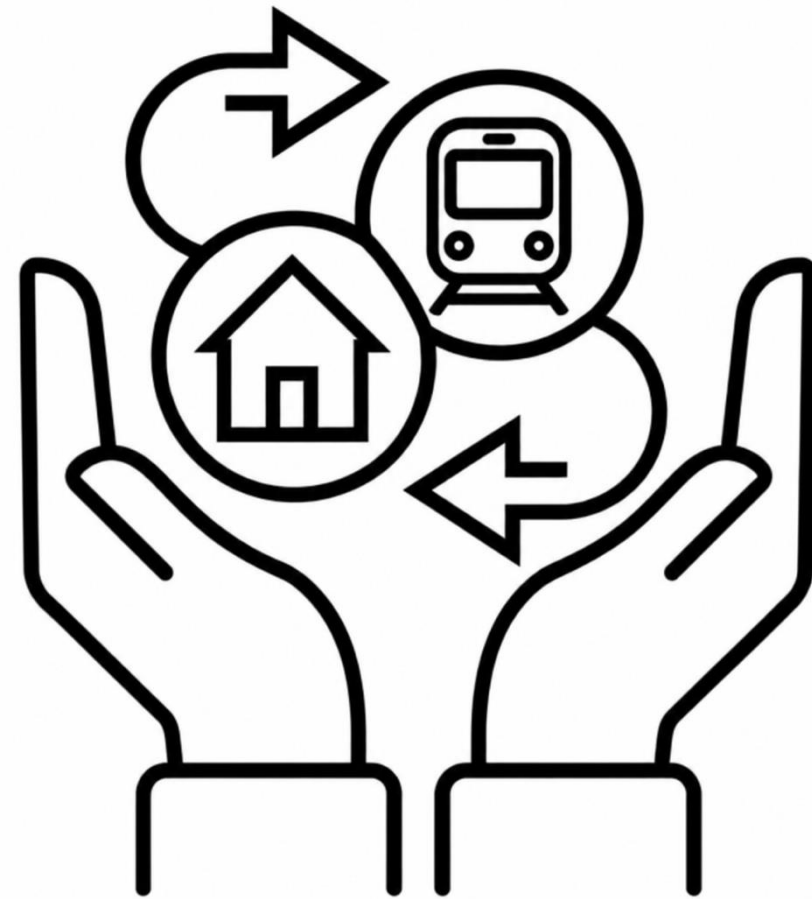
**FIGURE 1-3:
TOD PLAN CONCEPT**

- Residential
- Mixed Use (Medium Intensity)
- Mixed Use (High Intensity)
- Industrial
- Industrial Mixed Use
- Public/Quasi-Public
- Public Park
- Overlook Point
- Activity Node
- Proposed Promenade
- Proposed Street
- Freeway
- Major Street
- Road Bridge
- Rail Transit Line/Station









Energy Security & Waste Reduction Plan

Provides a pathway for the transportation sector to reduce GHG emissions to net-zero by 2045 per State law

Key Strategies Related to Ground Transportation

- Complete the Priority Multimodal Network
- Electrify for light-duty vehicles (Incentivize EVs & invest in public charging)
- Transition to Clean Fuels for mid- and heavy-duty vehicles & equipment
- Support TOD & make public-transit more affordable and convenient
 - Align growth with public transportation options
 - Housing near transit will reduce VMT & GHG

What Does Success Look Like Beyond Vehicle Delay?

- Safety is the top priority
- Access to jobs and services
- Reliability for all users
- System efficiency along with GHG and VMT reduction



State of Hawai'i

Department of Transportation

PI'l: Project Island Impact Tool

	Strategy	Year 1 emissions impact (CO2 e MT per year) Changes in GHG emissions in year 1 after project in service. A negative value indicates a reduction in emissions, while a positive value means an increase.	Cumulative emissions impact (CO2 e MT) Project lifecycle changes in GHG emissions. A negative value indicates a reduction in emissions, while a positive value means an increase.
E1	Expand public EV charging infrastructure network for light duty vehicles		
E2	Deploy charging infrastructure for medium- and heavy-duty freight vehicles		
E3	Purchase or lease zero-emission transit buses		
E4	Purchase or lease zero-emission school buses		
E5	Transition public fleet through purchase & lease of ZEVs		
T1	Construct or improve bicycle network	-28	-375
T2	Construct or improve pedestrian network		
T3	Incentives for electric bicycles (e-bikes) and electric mopeds (e-mopeds)		
T4	Transit bus service expansion and improvement		
T5	Improve street connectivity		
T6	Carpool matching program		
CM1	Construct roundabout to improve traffic flow		
CM2	Construct median turn lanes to improve traffic flow		
CM3	Traffic signal optimization		
CM4	High occupancy vehicle (HOV) lanes		
CM5	Highway improvements (new lane miles addition)		
RE1	Install solar panels in spaces controlled by HDOT		
RE2	Install wind turbines in spaces controlled by HDOT		
RE3	Tree planting	-6	-1,590
RE4	Infrastructure materials in road construction and maintenance		-1
GP1	Reduce auto VMT (Generic)		
GP2	Reduce idling emissions (Generic)	-1,024	-13,862
GP3	Increase corridor speed (Generic)		
	Total Emissions Impact	-1,057	-15,828
	Total Project Costs (\$) - USER INPUT REQUIRED		\$20,000,000
	Project Cost Effectiveness (\$/MT CO2)		\$1,263.56



State of Hawai'i
Department of Transportation
PI'I: Project Island Impact Tool

PROJECT TYPE: T4 – IMPROVE TRANSIT BUS SERVICES AND RIDERSHIP

DIRECTIONS:

Enter project data needed within the “INPUTS” section below. Note that default values are available for many inputs, which are shown to the right and are pre-populated in the calculator. You may replace the default values in the calculation with your own data if you have project-specific data. Click the “Reset to Default” button if you would like to go back to using all default values.

The “CONSTANTS & INTERIM CALCULATIONS” section shows assumptions that cannot be changed or interim results that are calculated by the tool based on the project input data.

The “RESULTS” section shows the results of the GHG emissions and VMT calculations, both estimated emission and VMT reductions in year 1 and cumulative emission and VMT reductions over the duration of the project.

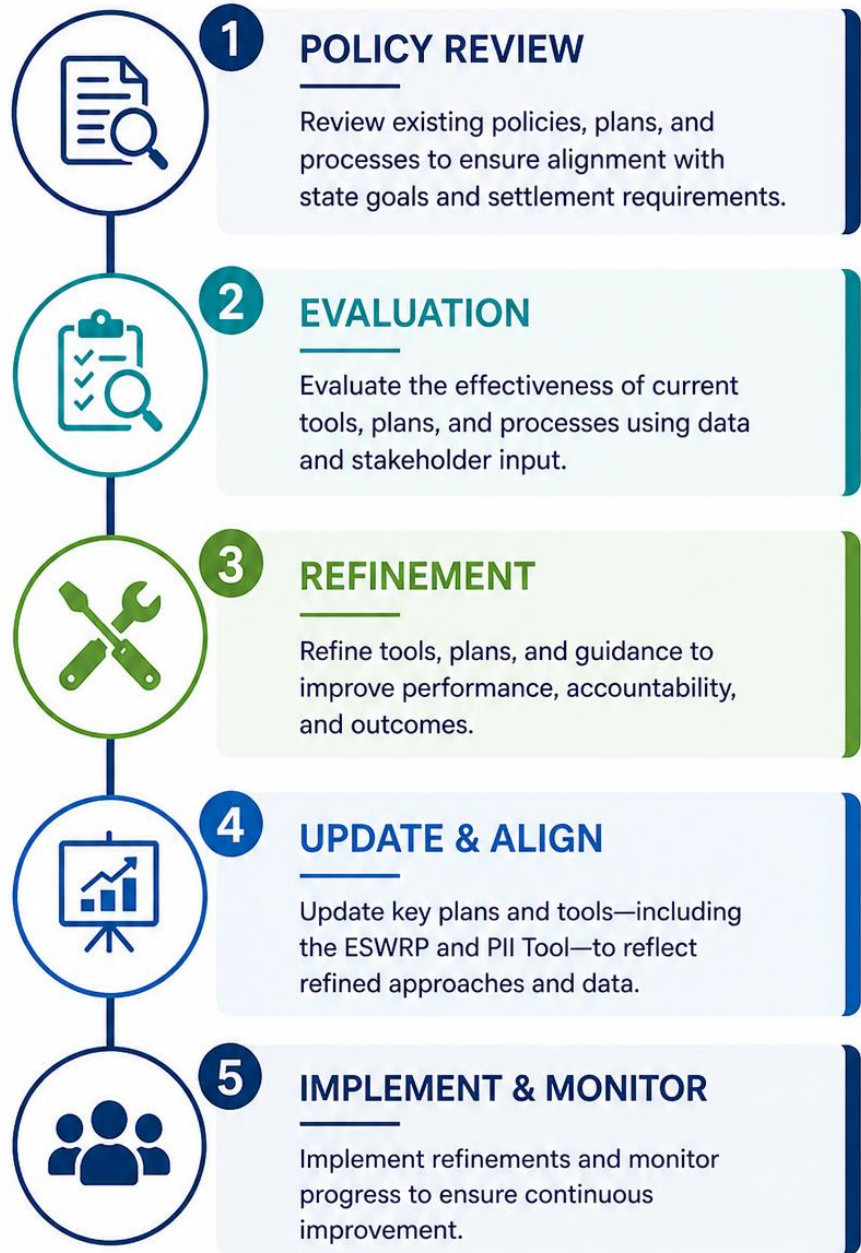
INPUTS		Reset to Default		
Variables	Value	Unit	Hawai'i Region Default Value (For Reference Only)	
Year of construction complete and infrastructure in-service	2027	-		
Annual ridership in current bus services	46,419,960	riders/boardings		
Transit service type	Heavy-duty Transit Bus			
Do you have an estimated annual new ridership number due to service improvement?	Yes			
Estimated new annual ridership	50,445,412	riders/boardings		
		-		
		-		
		-		
		-		
Project lifetime	20	years	20	
Adjustment factor for transit dependency	0.62	-	0.62	
Average length of vehicle trip replaced by bus service	5.14	miles	5.14	
CONSTANTS & INTERIM CALCULATIONS				
Variables	Value			
Increase in ridership due to transit service improvement	4,025,452	riders/boardings		
Regional light-duty vehicle (LDV) fleet average GHG emission factor (Year 1)	366.67	g CO2e/mi		
Regional light-duty vehicle (LDV) fleet average GHG emission factor (average of project lifetime)	239.58	g CO2e/mi		
RESULTS				
Variables	Value	Unit		
Emissions reduction in year 1	4,703.77	CO2 e MT per year		
Cumulative emissions reduction	61,469.10	CO2 e MT		
VMT reduction in year 1	12,828,310	miles		
Cumulative VMT reduction	256,566,209	miles		

[For construction, resurface, and maintenance projects, please fill out tab RE4- INFRASTRUCTURE MATERIALS to quantify infrastructure materials related emissions.](#)

What's Next

YEAR 2

Policy Review, Evaluation, and Refinement



Coordination Beyond HDOT



The image features a background of concentric circles in various shades of blue and white, creating a tunnel-like effect. The word "Mahalo" is centered in a bold, dark blue font.

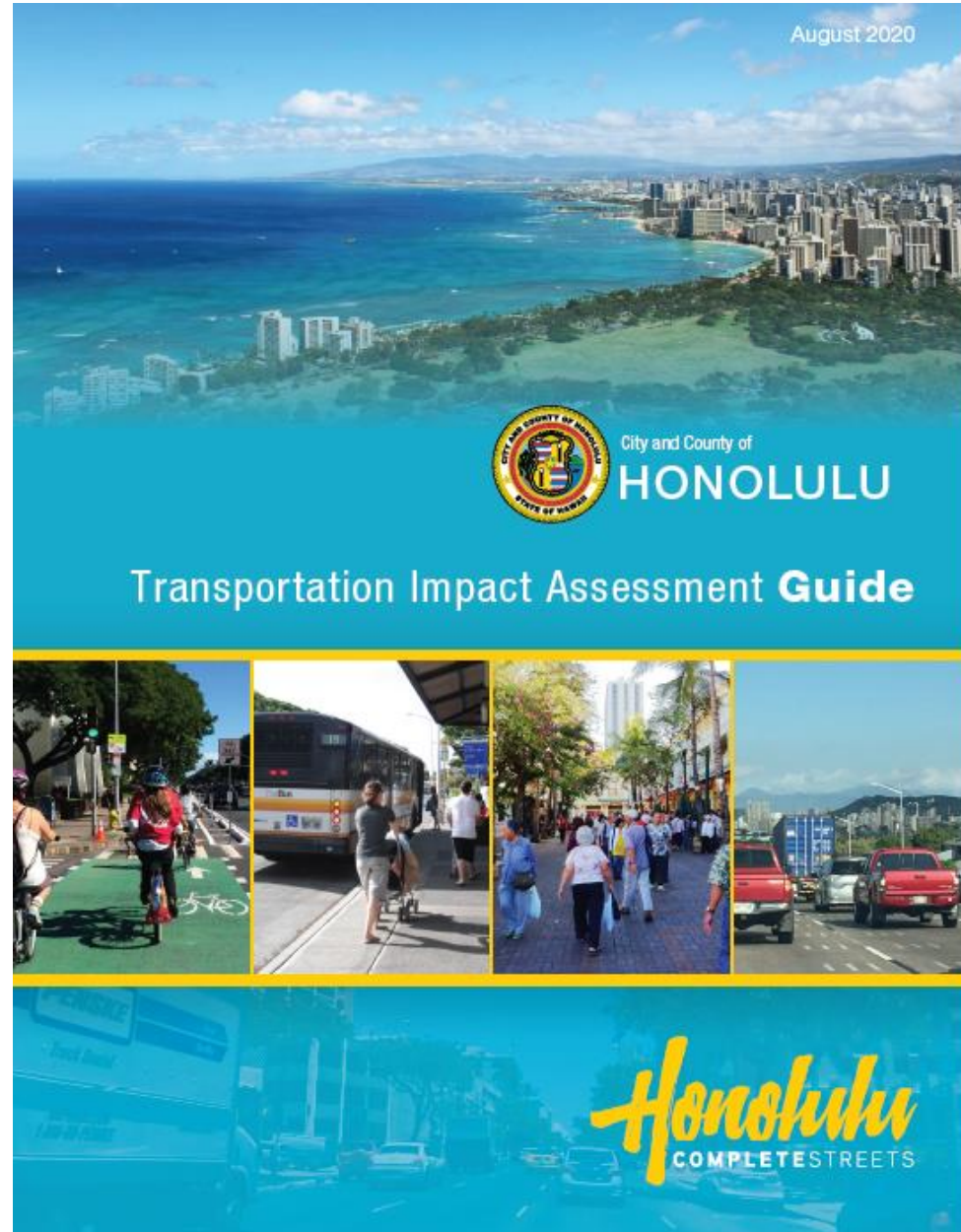
Mahalo



Department of Transportation Services Traffic Impact Analysis Process



Mode Split: C&C Honolulu Guides



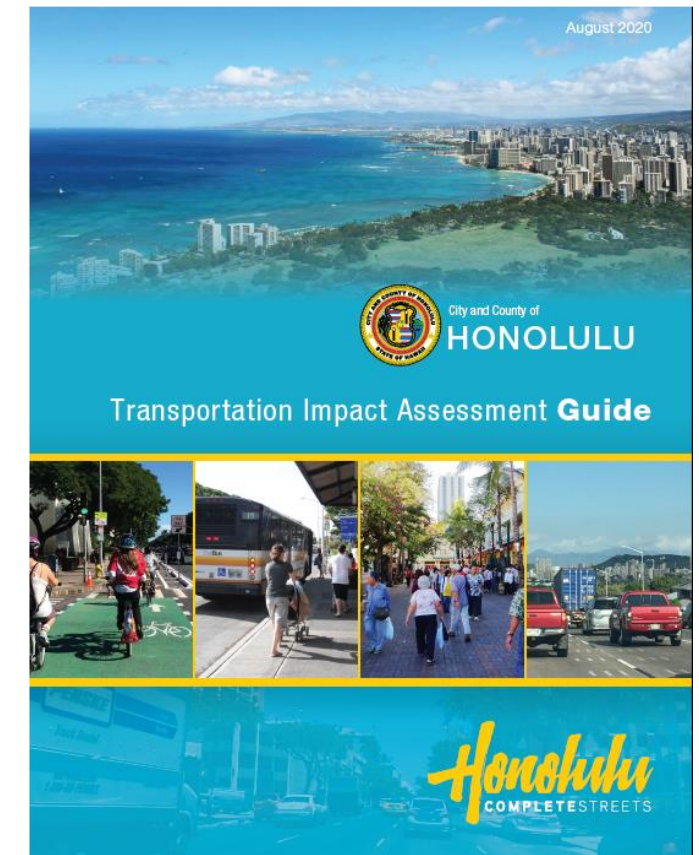
DTS Presentation
May 7, 2026



Transportation Impact Assessment (TIA)

Guide: Objectives

- Provide a **clear and consistent** process for reviewing potential transportation impacts of proposed City projects and projects impacting City streets
- Assist City staff and developers with implementing the Complete Streets Ordinance with a multimodal approach
- Clarify requirements and expectations of transportation analyses
- Includes recommendations for:
 - ✓ Scope of analysis
 - ✓ Methods
 - ✓ Mitigation



TIA Guide: Scoping Memorandum

- Early discussions with City staff is integral
- A primary contact with the project sponsor will be identified and will coordinate the review with:
 - ✓ DTS-TPD
 - ✓ DTS-TED
- Pre-scoping meeting required between City staff and transportation consultant to:
 - ✓ Review project and estimate potential impacts to multimodal transportation network.
 - ✓ Identify anticipated mode split.
 - ✓ Identify measures to address anticipated project impacts.
 - ✓ Discuss how TIA Guide will be applied to proposed project.
- Prepare Scoping Memorandum
 - ✓ Document outcome of pre-scoping meeting.
 - ✓ Identify key project assumptions and required analyses.

Transportation Impact Assessment Scoping Memorandum of Understanding (MOU)



This Scoping MOU acknowledges that the Transportation Impact Assessment (TIA) for the following Project will be prepared in accordance with the latest version of the City and County of Honolulu's TIA Guide. The MOU should take into consideration the information provided during the pre-submittal meeting for the Project.

Project Information

Project Name:

Project Address:

Project Description (please include development square footage, existing and proposed land uses, etc):

Project Site Plan attached? (required) ☐ Yes ☐ No

Date of Pre-submittal meeting: Project Case No:

Project Trip Generation

Travel demand/accessibility model(s) proposed to be used:

Trip Generation Adjustment	Yes	No
Transportation Demand Management	☐	☐
Existing Active Land Use	☐	☐
Previous Land Use	☐	☐
Internal Trips	☐	☐
Pass-by Trips	☐	☐

Rationale for any adjustments:



TIA Guide: Required Analyses

- Level and Quality of Service by Mode
 - [Tools linked here](#)
- Complete Streets Modal Priority Analysis
- Parking Supply and Demand Assessment
- Traffic Safety and Access Management
- Vehicle Miles Traveled (VMT) Analysis
- Induced Traffic Analysis
- Neighborhood Traffic Analysis



Required evaluations determined on a case-by case basis during project scoping.

TIA Guide:

Parking Supply and Demand Assessment

- Required when significant parking removal is proposed (to be discussed at pre-submittal/scoping meeting) or in Transit Oriented Development (TOD) areas where number of spaces proposed exceeds number of vehicle trips.
- Evaluate availability of corridor-serving parking using parking supply and occupancy data to define parking ratio.
- Goal is to achieve 85% parking occupancy.
- **Per Ordinance 20-41, Bill 2 (2020), CD1, FD1, of the Revised Ordinances of Honolulu, Section 21-6.20(a), no off-street parking is required in any zoning district within one-half mile of an existing or future Honolulu rail transit station.**

Parking Occupancy Score

Score	Parking Occupancy	Summary	What it Means
1	0% to 50%	Parking may be underutilized	More than half of the parking spaces are available. Opportunity to rebalance where availability is constrained nearby.
2	51% to 70%	On or below target	Half to ~30% of parking is available. Good availability.
3	71% to 84%	Middle to high range of target	~30% to 15% available – the equivalent of a few parking spaces per block. On target/acceptable availability; actively manage to maintain.
4	>85%	Above target	Less than 1-2 spaces per block. Constrained availability; actively manage to improve availability.



TIA Guide:

Level and Quality of Service by Mode

- Evaluate potential transportation effects on **all** modes (pedestrians, bicyclists, transit, and autos).
- Level of service (LOS) and quality of service determined using appropriate tool for each mode:
 - ✓ Pedestrian Environmental Quality Index (PEQI)
 - ✓ Bicycle Level of Traffic Stress (LTS) tool
 - ✓ Transit Capacity and Quality of Service Manual (TCQSM)
 - ✓ Highway Capacity Manual (HCM)
- Analysis results in a uniform multimodal score (scaled from 1 to 4).
- Multimodal score is used for Complete Streets Modal Priority analysis.
 - ✓ Honolulu Multimodal Radar Diagram



TIA Guide:

Pedestrian Environmental Quality Index (PEQI)

- Evaluates pedestrian environment using 36 indicators across six categories:
 - ✓ Intersection safety
 - ✓ Traffic
 - ✓ Street design
 - ✓ Land use
 - ✓ Perceptions of safety
 - ✓ Perceptions of walkability
- Raw inputs are assigned a weight to generate a total score ranging between 0-100.
- Score categorizes street segments and intersections separately based on quality of the pedestrian environment.
- Segment score should be based on worst score for any block within segment to capture gaps in infrastructure.
- *Industry-equivalent method acceptable when pre-approved by City staff.*

PEQI Output Score Range and Scale

Score	Description	Comfort Scale 1-4
100 to 81	Ideal pedestrian conditions exist	1
61 to 80	Reasonable pedestrian conditions exist	
41 to 60	Basic pedestrian conditions exist	2
21 to 40	Poor pedestrian conditions exist	3
0 to 20	Environment not suitable for pedestrians	4



TIA Guide:

Bicycle Level of Traffic Stress (LTS)

- Used to determine personal level of comfort while bicycling
- Uses metrics such as:
 - ✓ Traffic volumes
 - ✓ Vehicle speeds
 - ✓ Bicycle infrastructure
 - ✓ Roadway design
- Bicyclists experience different levels of stress depending on infrastructure present (e.g. off-street paths provide lower stress environment).
- Segment score should be based on worst score for any block within the segment to capture gaps in infrastructure.

Bicycle LTS and Scale

Description	Bicycle LTS Scale 1-4
Lowest level of traffic stress. All types of cyclists comfortable. Facilities include separated bike lanes.	1
Second lowest level of traffic stress. Families and less experienced cyclists may feel less comfortable. Facilities include buffered bike lanes.	2
Higher level of traffic stress. Fewer cyclists are comfortable. Facilities include narrow bike lanes or a shoulder on a busy street.	3
Highest level of traffic stress. Only most experienced cyclists are willing to use these roadways. Examples include busy four-lane roads with no bike lane.	4



TIA Guide:

Transit Capacity and Quality of Service Manual (TCQSM)

- Evaluates transit operations, transit amenities, and pedestrian environment.
- Measures 19 inputs, some are the same as PEQI.
 - ✓ Transit operations/transit amenity inputs are factored into a total **Transit Wait-Ride score**
 - ✓ Pedestrian environment inputs are factored into a total **Pedestrian Environment score**.
 - ✓ Transit Wait-Ride score and Pedestrian Environment score are weighted and added together to generate final **Transit LOS score**
- Where transit infrastructure/service are different on each side of the street, the block score will be calculated as the average of the two directional scores, to show combination of two transit environments.

Transit LOS Scoring and Scale

Transit LOS	Transit LOS Score	Transit Comfort Scale 1-4
A	<2	1
B	2 to 2.75	2
C	2.76 to 3.5	3
D	3.6 to 4.25	
E	4.26 to 5	4
F	>5	



TIA Guide: Highway Capacity Manual (HCM)

Intersections

- HCM used to evaluate vehicle LOS.
- Typically considers peak 15 minute volumes. If required by City, TIA should use volumes from the **2nd highest peak hour traffic counts** and assume volumes are evenly distributed over the analysis hour. This allows for some levels of congestion to occur.
- Typical A to F rating converted to scale of 1 through 4.

Vehicle LOS Score Summary and Scale (Intersections)

LOS	Volume to Capacity (V/C) Ratio	Intersection Control Delay (seconds/vehicle)		Operations Scale 1-4
		Signal Control	Unsignalized Control	
A	0.00 to 0.60	< 10	< 10	1
B	>0.60 to 0.70	> 10 to 20	> 10 to 15	
C	>0.70 to 0.80	> 20 to 35	> 15 to 25	
D	>0.80 to 0.90	> 35 to 55	> 25 to 35	2
E	>0.90 to 1.00	> 55 to 80	> 35 to 50	3
F	>1.00	> 80	> 50	4



TIA Guide: Highway Capacity Manual (HCM)

Road Segments

- Segments are evaluated based on daily, not peak period, vehicle volumes.
- Segment LOS calculated using HCM 2010 Generalized Daily Service Volumes for Urban Street Facilities.
- Assumes LOS C as best possible score.

Vehicle LOS Score Summary and Scale (Roadway Segments)

LOS	Average Daily Vehicle Volume			Operations Scale 1-4
	2-Lane Road	4-Lane Road	6-Lane Road	
C	0 to 5,900	0 to 11,300	0 to 16,300	1
D	5,901 to 15,400	11,301 to 31,400	16,300 to 46,400	2
E	15,401 to 19,900	31,401 to 37,900	46,401 to 54,300	3
F	>19,900	>37,900	>54,300	4

The overall auto mode score is based on the **worst roadway segment score** for any given block within the analysis segment to capture gaps in infrastructure.



TIA Guide:

Complete Streets Modal Priority Analysis

The Complete Streets Design Manual establishes performance targets by mode and by street type. Construction, expansion, or alteration for one mode should not degrade the LOS of a higher priority mode. **Mode Performance Targets by Street Type**

Street Type	Auto	Transit	Pedestrian	Bike	Parking	Loading	Design Speed (mph)
Expressway	1	1					55
Boulevard and Parkway	1	1	1	2	3		35
Avenue	2	3	2	1	3	3	25 to 35
Main Street	2	1	1	3	3	1	20
Street	2	3	1	3	3	3	15
Mall (Transit)		1	1	2			20
Rural Road	2	3	3	3			25
Lane/Alley	3		1	2	3	2	5 to 10
Mews (Ped. Mall)			1	2		2	0

Target score = 1
Higher priority mode performance on specified street type



Target score = 3
Lower priority mode performance on specified street type

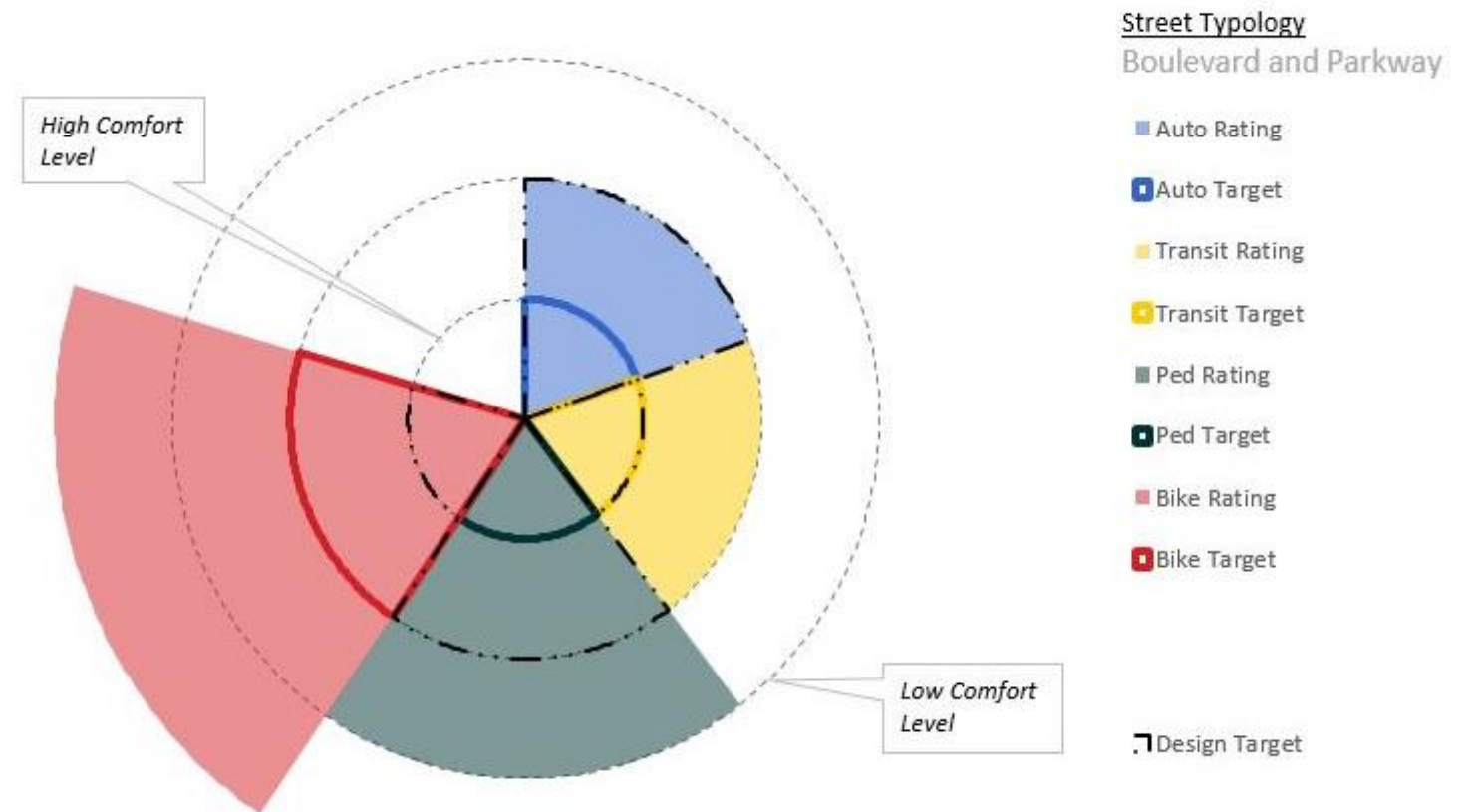


TIA Guide:

Complete Streets Modal Priority Analysis

- The Honolulu Multimodal Radar is used to conduct the Complete Street Modal Priority analysis.
- Each street segment will receive a score (1 through 4) for each mode, for existing conditions and proposed design concept.
- **Scores are input into the City's multimodal radar tool in Excel table.**
- Visual diagram comparing the target performance to the existing and proposed design performance score is automatically generated.

Honolulu Multimodal Radar Tool Diagram automatically generates when the table is filled out.



TIA Guide:

Complete Streets Modal Priority Analysis

- Street priority targets are defined by the selected street typology (expressway, avenue, rural road, etc.)
 - Modes evaluated are dependent on street typology selected.
 - Target score of 1 indicates higher priority mode, better performance for street type
 - Target score of 3 indicates lower priority mode, lower performance accepted
- Existing conditions and design concept scores are based on modal analysis.

Honolulu Multimodal Radar Tool Diagram
example of Excel table input values

Street Design Priority and Rating/Score	Modal Elements			
	Auto	Transit	Pedestrian	Bike
Street Priority Target	1	1	1	2
Existing Condition Rating	2	2	3	4
Design Concept Rating	2	1	2	1

**Parking and Loading are not applicable to this example.*

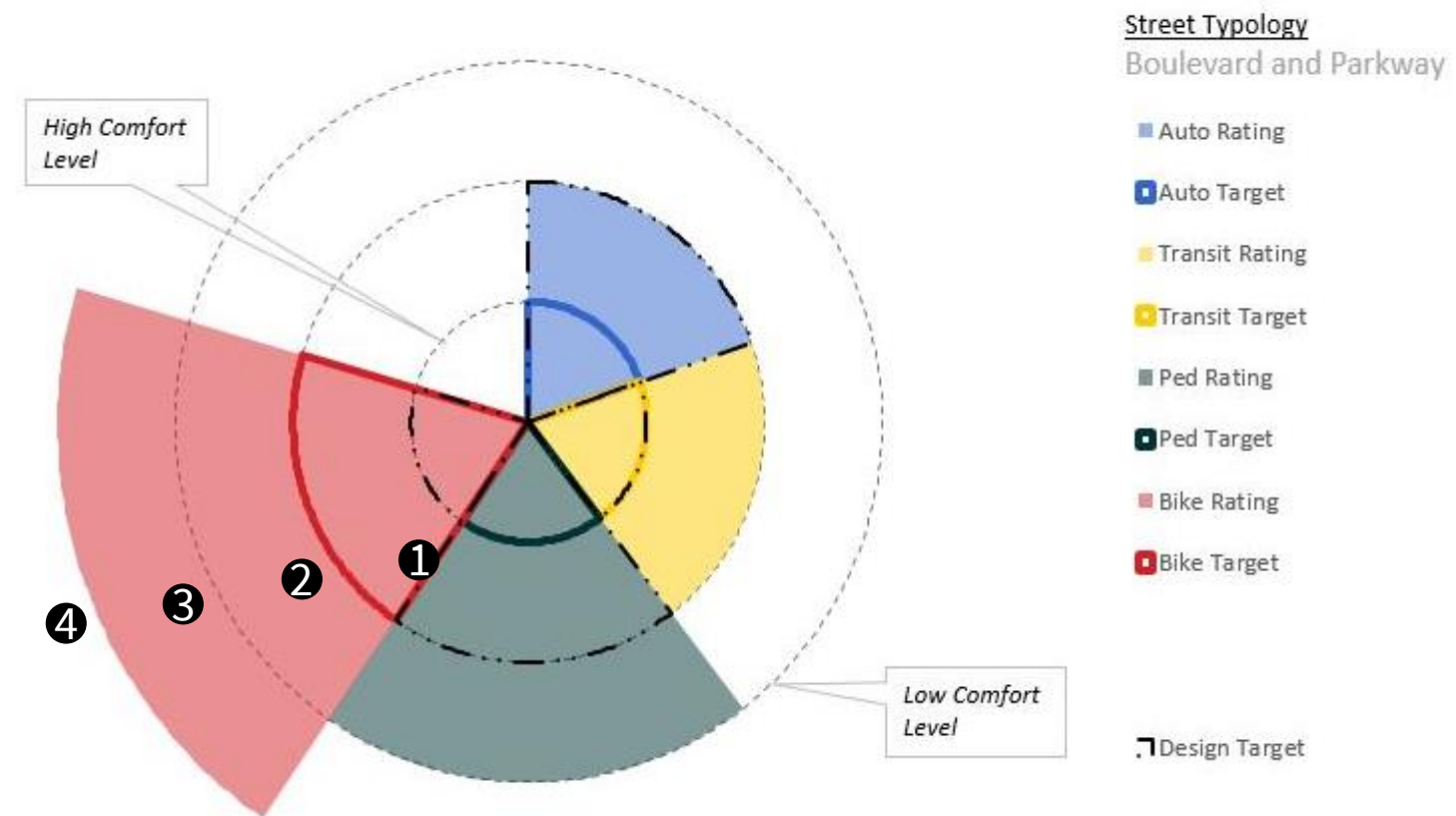


TIA Guide:

Complete Streets Modal Priority Analysis

- Multimodal radar tool diagram visually compares targets and performance scores
 - Auto – existing and design do not meet target, ***propose improvements***
 - Transit – existing does not meet target, design meets target
 - Pedestrian – existing does not meet target, design improves mode, but does not meet target, ***propose improvements***
 - Bike – existing does not meet target, design concept is better than target
- Improvement strategies shall be proposed to enhance any deficient mode scores.

Honolulu Multimodal Radar Tool Diagram
automatically generated with table inputs



TIA Guide: Minimizing Project Impacts

- Transportation Improvement Strategies
 - ✓ Required when projects generate > 50 net new peak period vehicle trips. Must submit TDM strategies as part of the TIA.
 - ✓ Projects that generate > 100 peak period vehicle trips and contain ongoing operational strategies, must submit annual compliance report for first 5 years following completion of the project.
- Transportation Demand Management (TDM) Strategies
 - ✓ Same requirements as above
- Strategies and improvements options are discussed in the City's TDM for Developers Handbook.



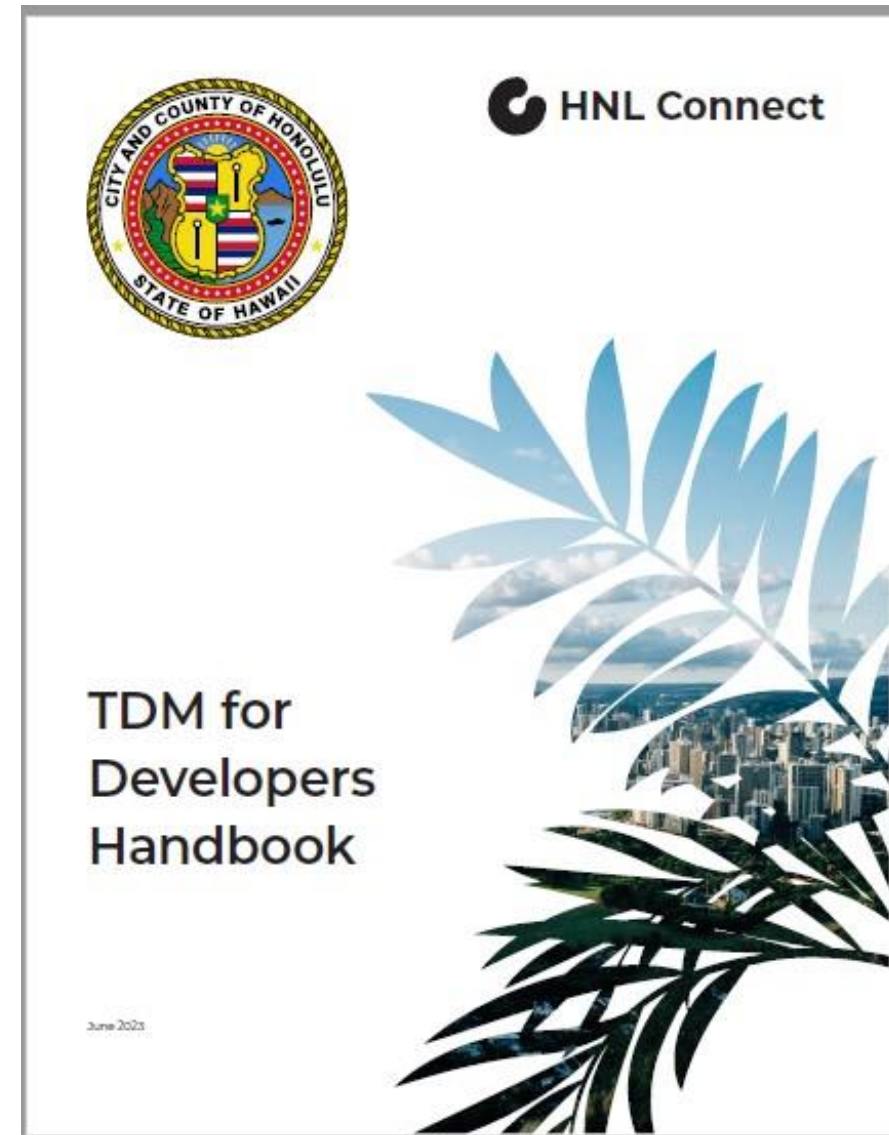
TIA Guide:

Transportation Improvement and TDM Strategies

Transportation Improvement Strategies	Suggested When
EXAMPLES	
Transit	
Concrete bus pad	A bus stop is located along the project frontage and a concrete bus pad does not already exist.
Bike	
Bikeshare station area and/or Designated Drop Zones	A bikeway facility is in a local or county adopted plan within 0.10 mile of the project location/
Pedestrian	
Pedestrian crossing improvements, pedestrian-supportive signal changes, raised crosswalks and intersections	- Identified as an improvement within site analysis. - Identified as an improvement within operations analysis.
Vehicle	
Signal upgrades	- Project size exceeds 100 residential units, 80,000 sf of retail, or 100,000 sf of commercial; and - Project frontage abuts an intersection with signal infrastructure older than 15 years.

TDM Developers Handbook

- TDM is the use of strategies to inform and encourage travelers to maximize the efficiency of our transportation systems.
- Developers Handbook provides process for selecting and implementing TDM strategies for individual projects.
- Strategies include: subsidized transit, bikeshare, vanpool, and carpool access, shuttle service, parking strategies, etc.



Links

- **All Guides:** <https://www.honolulu.gov/completestreets/guidance.html>
- **TIA Guide:** http://www4.honolulu.gov/docushare/dsweb/Get/Document-281537/Honolulu_TIA_Guide.pdf
- **TIA Guide Toolkit:**
<http://www4.honolulu.gov/docushare/dsweb/View/Collection-7723>
- **ROW Guide:** http://www4.honolulu.gov/docushare/dsweb/Get/Document-295397/Right%20of%20Way%20Widths%20for%20Planned%20Street%20Improvement_110121.pdf
- **TDM Plan and Developers Handbook:**
<https://www8.honolulu.gov/completestreets/transportation-demand-management/>
- **Interactive ROW Multimodal Map:**
<https://dithnl.maps.arcgis.com/apps/instant/interactivelegend/index.html?appid=17d81a916b3f4c57a84955b687c4695a>

Contact Information

- **Greg Tsugawa**
 - Email: gtsugawa@honolulu.gov
 - Phone: (808) 768-6683
- **Bart Mikitowicz**
 - Email: b.mikitowicz@honolulu.gov
 - Phone: (808) 768-6681
- **Daniel Alexander**
 - Email: daniel.alexander@honolulu.gov
 - Phone: (808) 768-6652
- **DTS Transportation Performance and Development Division**
 - Email: dtsplanningdiv@honolulu.gov
 - Phone: (808) 768-8342



Cities That Took a Different Approach



Three jurisdictions that changed the rules of what counts as a transportation impact — and what counts as a solution.

Portland, Oregon — Person-Trip Methodology

Measuring how residents actually travel

Reform:
Replaced ITE vehicle-trip baselines with locally observed person-trip data from transit-served residential projects.

Approach:
Portland State TREC has tracked travel behavior at TOD sites since 2005. Multi-city survey across 17 developments in five metros.

Result:
Average 44% fewer vehicle trips than ITE predicted across all 17 surveyed TOD sites.

Source: TCRP Report 128; PSU TREC

Los Angeles — Local Trip Generation + VMT Calculator

Evidence grounded in local conditions

Reform:
Commissioned a local trip generation study of 42 affordable and TOD sites to replace national ITE averages.

Approach:
Free online VMT Calculator = by-right approval pathway when a project falls below a VMT threshold.

Result:
In the 2020 LADOT study, 100% of evaluated affordable housing projects screened below the VMT threshold.

Source: LADOT 2020; LA CPC-2018-6577-MS

Arlington, Virginia — Rosslyn-Ballston Corridor

Corridor-level planning instead of project-by-project negotiation

Reform:
Pre-negotiated TDM commitments embedded in corridor sector plans. No case-by-case TIA negotiation for projects within the plan area.

Approach:
Density concentrated within ¼ mile of Metro stations. Multimodal access standards agreed upfront, not discovered at permitting.

Result:
50 million sq ft of development without increasing overall corridor traffic. Wilson Blvd: 23% traffic decline (1996–2012). Non-auto mode share: 47%.

Source: CNU; Coalition for Smarter Growth; Arlington County



Reformed Traffic Impact Analysis – National Examples



Cities that shifted away from asking individual developers to fix intersections — toward investing in the transportation network as a whole.

San Francisco — Transportation Sustainability Fee

Pooling developer contributions into network investment

Reform:
Replaced intersection-level mitigations with a per-sq-ft Transportation Sustainability Fee pooled into SFMTA transit, bike, and pedestrian improvements.

Approach:
Constraints Reduction Ordinance (2023) created a ministerial approval pathway for projects meeting fee and design standards.

Result:
Lowest VMT per capita of any major California city. Road widening eliminated as a standard development condition in the urban core.

Source: Housing Action Coalition; HCD, 2023

Seattle — SEPA Exemptions + Parking Reform

Calibrating review intensity to actual impact

Reform:
Eliminated parking minimums near transit (2012), then citywide. Raised thresholds for when a full Traffic Impact Study is required at all.

Approach:
Positioned as right-sizing review: high-density urban infill near transit doesn’t generate the same impacts as greenfield suburban development.

Result:
~\$537M in construction savings from parking reform (2012–2017). ~70% of households within a 10-minute walk of frequent transit by 2019–2020.

Source: Gabbe, Pierce & Clowers (2020), Land Use Policy; SDOT

Minneapolis — Parking Reform as TIA Scope Reduction

Removing the regulatory assumption driving car trips

Reform:
Eliminated parking minimums near frequent transit (2015), then citywide (2021). Full TIA restricted to only the largest developments.

Approach:
Minneapolis 2040 Plan set citywide density goals. Parking elimination was one policy within a broader housing reform package.

Result:
Housing construction surged. Removing the parking requirement removed the analysis trigger for most residential TIAs. No significant traffic degradation reported.

Source: Minneapolis 2040 Plan; NAHRO

From Predict & Provide to Decide & Provide

A new framework for transportation planning in transit-oriented cities | TRICS D&P Guidance, 2022



PREDICT & PROVIDE (Traditional Demand-Based Approach)

Use past trip data to predict future trips.
Assess whether predicted traffic exceeds road capacity.
If it does — require developers to build more capacity.

“The planning system tells developers:
Here is what you will generate — now fix it.”

DECIDE & PROVIDE (TRICS Framework, 2022 Supply-Based-Approach)

First decide what kind of place you want to create.
Then provide the infrastructure — and the regulatory pathway —
to make that vision real.

“The planning system asks:
Here is where we are going — how does this project get us there?”

VISIONING

What kind of place are we creating?

Who needs access, and how?
What are the design targets for mode split and trip rate?

SCENARIO PLANNING

What range of futures is plausible?

What is the preferred scenario?
How do design choices shift travel behavior?

EVIDENCE RE-USE

What does the trend data tell us?

How are trip rates changing over time?
Are local trends different from national averages?

MONITORING & EVALUATION

How do we adapt as the future unfolds?

Is the place performing as the vision intended?
Trigger interventions when actual data diverges.



Honolulu's TIA: A Progressive Foundation & the Decide & Provide Opportunity

Comparing the TIA Guide to D&P principles — and identifying the alignment opportunity

Honolulu’s TIA Guide is already among the most multimodal in the country — explicitly scoring pedestrian, bicycle, transit, and auto access equally. The national examples suggest a few additional directions that could build on this strong foundation.

WHAT THE GUIDE ALREADY DOES WELL	WHAT D&P WOULD ASK	THE ALIGNMENT OPPORTUNITY
Scores all four modes equally: Pedestrian, bicycle, transit, and vehicle LOS are all assessed. This is unusual — most US TIA guides evaluate vehicle LOS only. Second-highest peak hour for auto analysis: Not the absolute worst-case hour — a measured, proportionate approach to demand analysis. TOD zones require VMT analysis: High-density transit-proximate projects already face a VMT analysis layer, showing forward-thinking on multimodal metrics. Grounded in Complete Streets Ordinance: Explicitly equity-oriented. Mitigation must address all modes, not only vehicle throughput. <i>Note: The TIA does score all four modes and uses second-highest peak-hour for auto — positive features.</i>	Trip generation baseline: How would locally observed Oahu rates compare to the ITE national averages currently used as baselines? Would local data shift the picture? Mode shift goals: Could Honolulu’s mode share targets be embedded in how assessments are framed — so that a project’s contribution to those goals is part of the analysis? High-accessibility areas: Could VMT analysis also create an expedited pathway for projects that score well? Monitoring: Could trips generated in TODs or at key station areas access points be monitored to track changes and update analysis methods?	A local Oahu trip generation study OahuMPO could commission empirical data from Kaka‘ako, Kapālama, and Ala Moana TOD sites to ground baselines in local conditions. A High-Accessibility Zone concept A ½-mile Skyline station buffer as a categorical exemption boundary for qualifying residential projects. Mode-share aligned monitoring Annual surveys tracking actual mode split after occupancy, feeding back into updated local trip rate data. A TDM points calculator A transparent, pre-approved menu of TDM measures — modeled on the LA VMT Calculator — to reduce uncertainty to expedite development.



Four Directions Worth Exploring



These four options are not a comprehensive reform package — they are directions drawn from the national examples that may be worth exploring in the Honolulu context. Each has many implementation variables that would need local assessment.

VISIONING → Define the High-Accessibility Zone

Precedent: CA SB 743 transit screen; Arlington sector plans | **Mechanism:** DTS rule revision

- What it might involve: A defined buffer around Skyline stations (e.g. ½ mile) where qualifying residential projects receive a categorical exemption from full TIA requirements.
- Why it might matter: Reduces cost and timeline uncertainty for projects in the areas Honolulu has already decided to prioritize for transit-oriented development.

No state legislation required. DTS administrative rule revision only.

EVIDENCE RE-USE → Explore a Complete Streets Impact Fee

Precedent: San Francisco Transportation Sustainability Fee (2016) | **Mechanism:** ROH amendment, City Council

- What it might involve: A standardized per-sq-ft fee replacing Table 4-1 prescriptive mitigations — pooled into a Complete Streets fund for pedestrian and bike network investment.
- Why it might matter: Provides developer cost certainty at the pro-forma stage. Shifts from intersection-level fixes toward network-level outcomes.

Requires City Council action (ROH amendment).

SCENARIO PLANNING → Oahu Trip Generation Study

Precedent: LADOT 42-site study; PSU TREC surveys | **Mechanism:** OahuMPO research

- What it might involve: An empirical survey of travel behavior at existing TOD and affordable housing sites near Skyline stations — Kakaʻako, Kapālama, Ala Moana.
- Why it might matter: Local data could show whether ITE baselines over-predict vehicle trips in Honolulu’s transit-proximate contexts — the same finding seen in LA, Portland, and other cities.

OahuMPO research contract — existing institutional relationship.

MONITORING & EVALUATION → Develop a TDM Points Calculator

Precedent: LA VMT Calculator; SF Constraints Reduction Ordinance | **Mechanism:** DTS/DPP joint rulemaking

- What it might involve: A point-based menu of pre-approved TDM measures — HOLO card subsidies, secured bike storage, unbundled parking, real-time transit display. Meeting the threshold = by-right administrative approval.
- Why it might matter: Replaces multi-round peer review with a transparent, publicly accessible tool. Annual mode-share surveys replace compliance-only reporting.

Annual mode-share surveys replace compliance-only reporting.





Fishbowl Exercise



Fishbowl Questions



- How is housing integrated into transportation planning process?
- We're doing lots of work locally. What big barriers remain to housing near transportation?
- How can this room work together on solutions to these barriers?



15-Minute Break



Please be seated by 10:15AM



Learning Module 2: Redeveloping Underutilized Land Near Transportation



Housing Lesson #1



**There is no silver bullet.
Many actions must be layered together.**

Overview and Examples of Housing Actions



Increase Overall Housing Supply Through Land Use and Zoning Reforms

1

- ✓ TOD plans
- ✓ Accessory Dwelling Units/'Ohana units
- ✓ Office conversions



Preserve Affordable Housing

3

- ✓ Mayor Wright Homes redevelopment
- ✓ Demolition fees
- ✓ Home repair programs



Create New Income-Restricted Housing

2

- ✓ Redeveloping public land
- ✓ Affordable Housing Fund (AHF) Program
- ✓ LIHTC projects



Protect and Support Existing Tenants and Homeowners

4

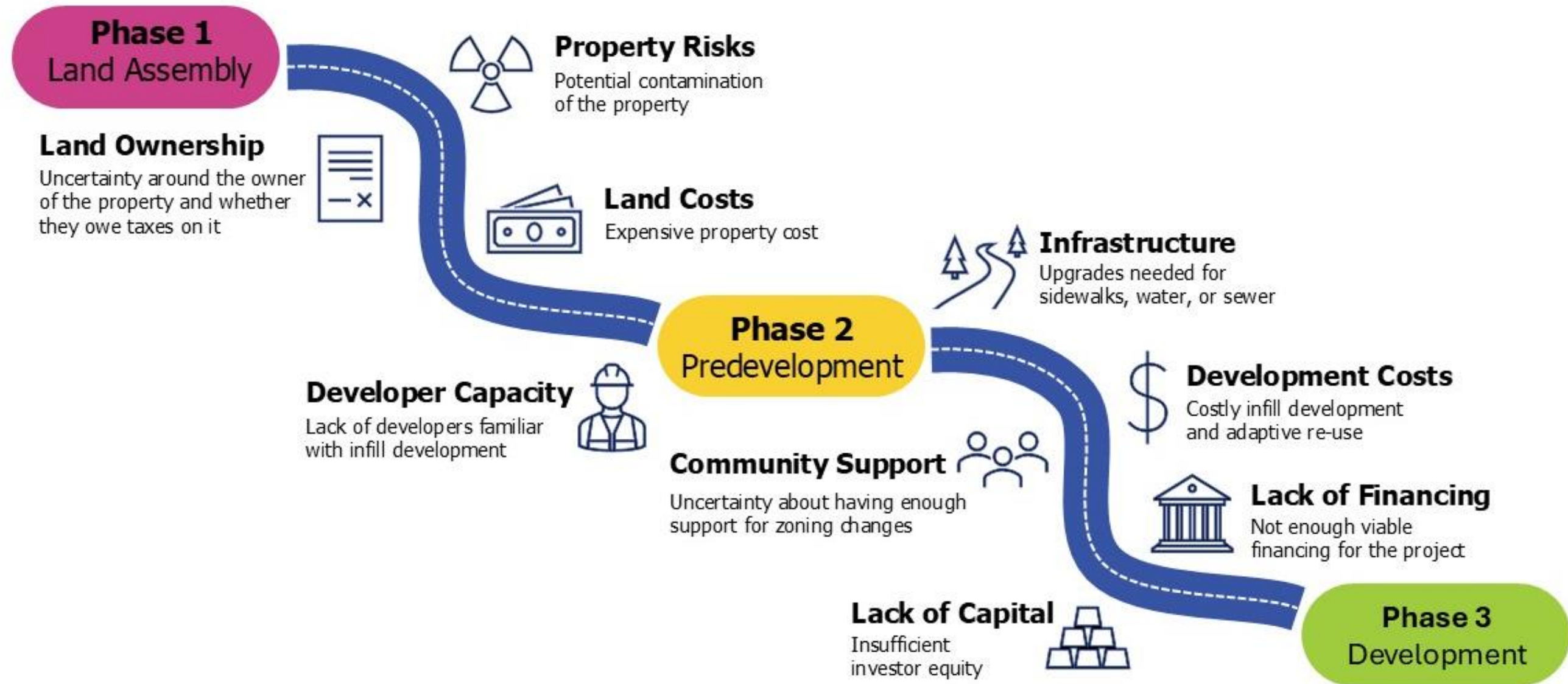
- ✓ Landlord-tenant protections
- ✓ Senior Homeowner Assistance Programs

Housing Lesson #2



Localities need to think more like *developers*.

Common Roadblocks Across Phases of Development



Improving Predictability for Developers



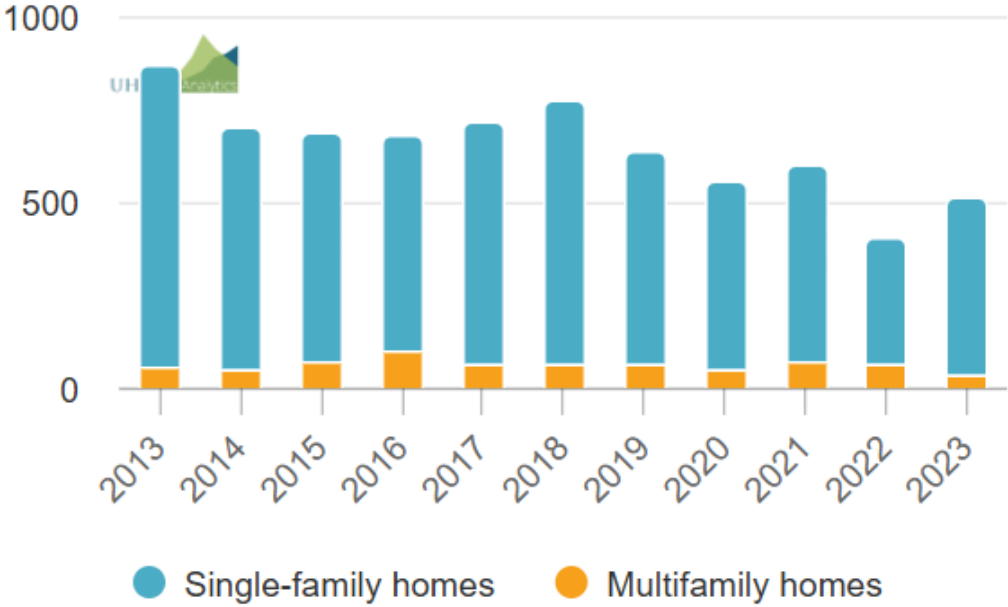
Median Permit Processing Time 	
For new single-family homes (2019-2024)	213
For new multifamily homes (2019-2024)	429

Recent progress:

- ✓ Allowing temporary, limited self-certification (Ord. 23-29)
- ✓ Implementing new permitting technology
- ✓ Updating zone change process and certain environmental reviews
- ✓ Ongoing reviews to streamline and standardize process

Spotlight: New Projects Permitted

Number of projects permitted by property type over time in Honolulu County



Source: The Economic Research Organization at the University of Hawai'i (UHERO) – Honolulu County





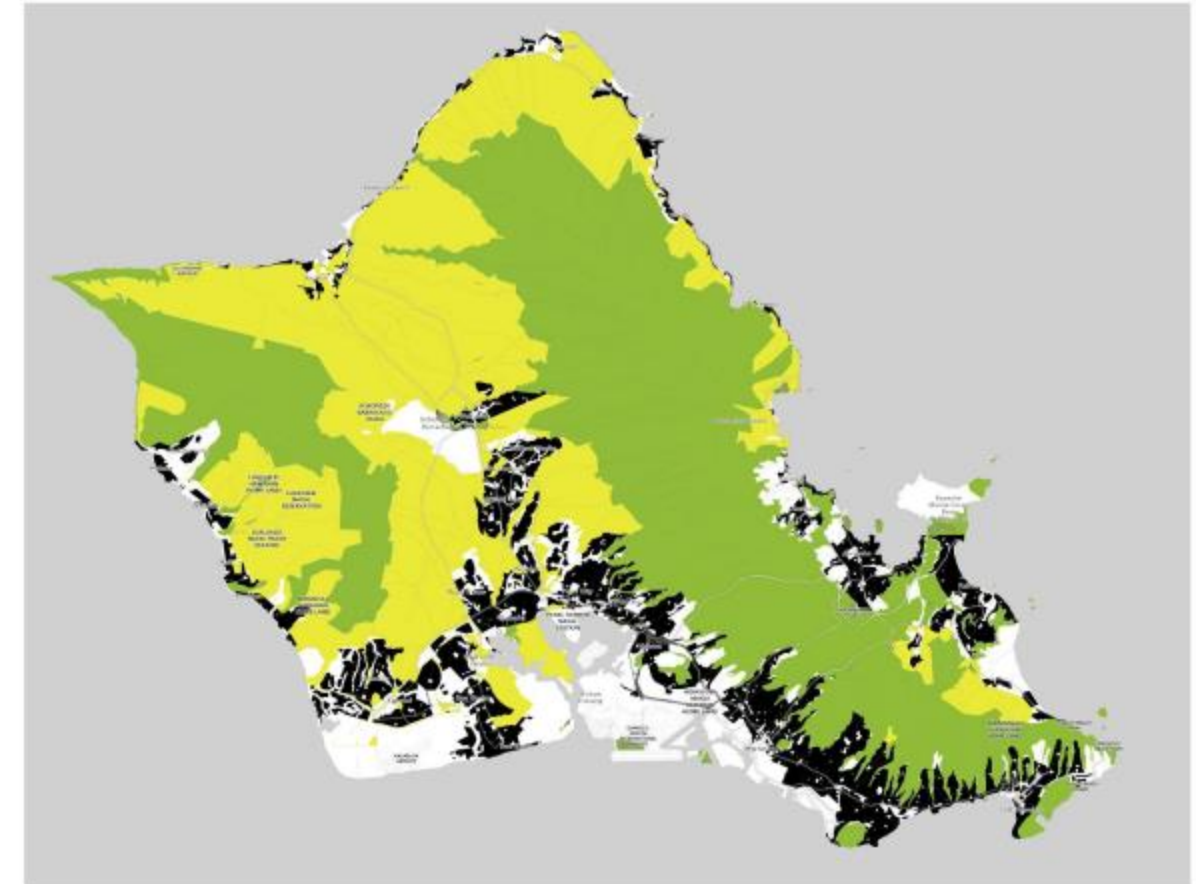
Zoning changes won't make housing pop out of the ground.
***Land acquisition* may be necessary.**

Developable Land is Severely Constrained



Land available for new housing is severely limited by:

- Geographic and environmental constraints
- State land use designations
- Concentrated land ownership
- High demand
- Other complex factors



All zones where
housing is permitted*



Conservation
lands



Agricultural
conservation lands

*Some of these areas may include Country and Resort districts.

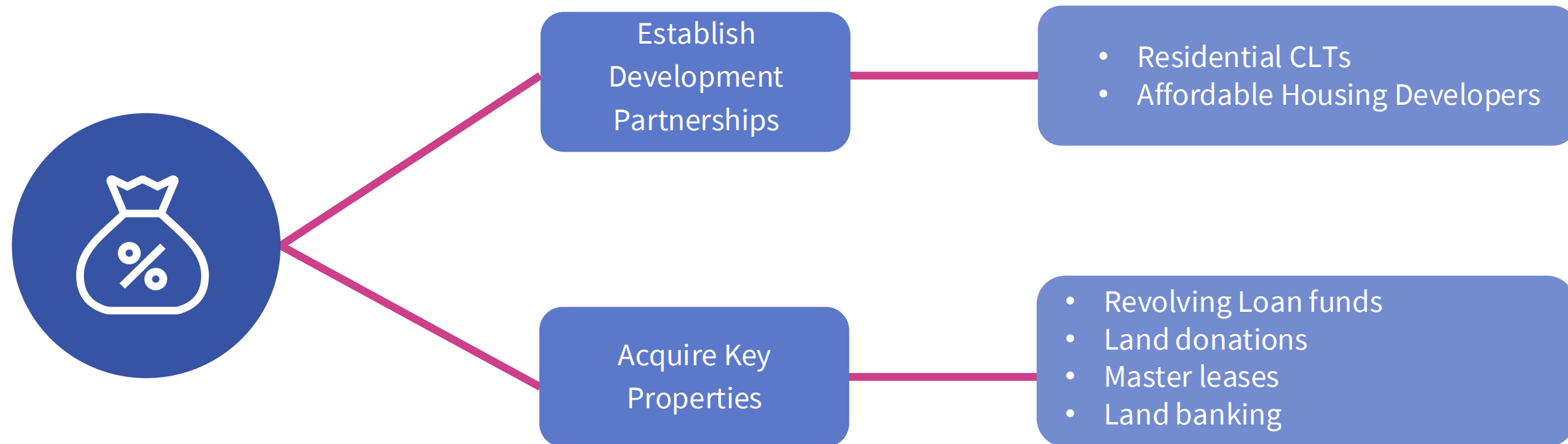
Source: Honolulu Strategic Housing Plan

Overview of Redevelopment Actions



Public entities have two routes to get involved in redevelopment...

- 1. Establish development partnerships** with groups such as CLTs to create and preserve affordable housing within transit-oriented developments
- 2. Directly acquire sites** near transportation



Development Partnerships



- ✓ The City has made this a central component of their Strategic Housing Plan to increase affordable housing production

The Office of Housing and Department of Land Management have identified several City properties that can be put into production to support affordable housing:

Property	Land Area Sq. Ft.	Land Area Acres	Potential Units	TMK	Council District
Kapolei Lots 1-5	604,177	13.9	950	911480310000	1
Wai'anae Transit Center	335,020	7.7	200	860010290000	1
Royal Kunia	248,292	5.7	200	941460070000	2
1615 Ala Wai	9,454 7,654	0.2 0.2	40	260110330000 260110360000	4
Ena Road	6,000	0.1	42	260070110000	4
1421 Pensacola St.	5,000	0.1	5	240190480000	5
820/840 Iwilei Center	16,420 5,242	0.4 0.1	80	150090100000	6
130 S. Beretania St.	30,276	0.7	75	210090270000	6
DeeLite Bakery	15,000 9,300	0.3 0.2	150	120100670000 120100690000	7
Mililani Park and Ride	250,426	5.7	150	950490190000	8
Total	1,542,261	35.3	1,892		
Iwilei Center	127,531	3.83	700	150070090000	6
Grand Total	1,669,792	39.13	2,592		

Source: Honolulu Strategic Housing Plan

Property Acquisition



- Relying on publicly owned sites is not enough to meet demand for affordable housing
- Local governments can employ tools to **acquire** privately owned sites or **incentivize** their redevelopment into affordable housing

Mechanisms include:



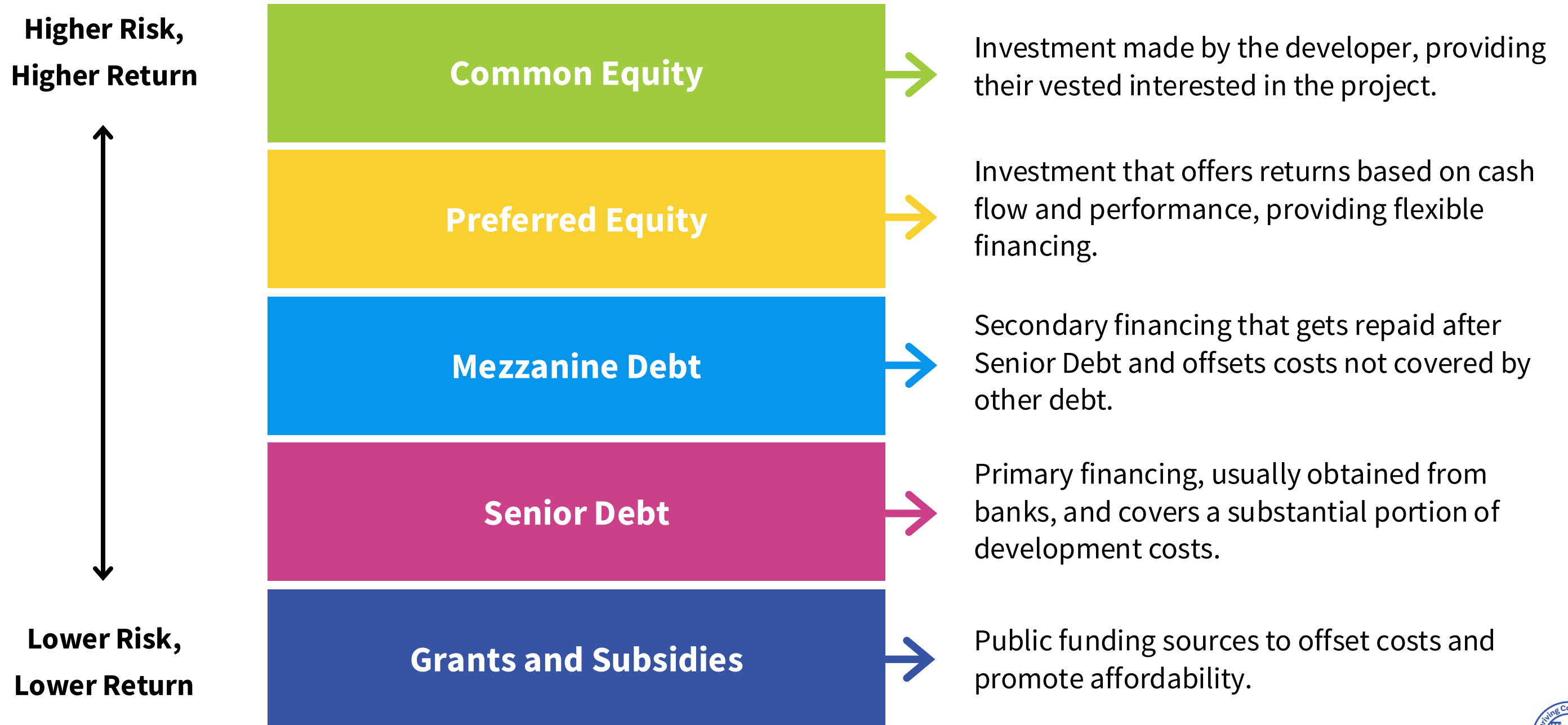
- Direct purchase through local or federal funds (*CBDG, HOME*)
- Land Banking
- Disposition of tax delinquent properties
- Revolving Loan Funds
- Master Leases
- Community Land Trusts





**If a variety of housing is the goal,
always remember the capital stack.**

Understanding the Capital Stack





Housing is complex.

Set your metrics for success *today* to define success *later*.

Measuring Success: Relevant Data Indicators



Demographics & Housing Demand

Household growth, household size, income



Housing Access

Home mortgage denial rates, housing discrimination complaints received



Housing Supply

Tenure, housing typology, number of bedrooms, median home value and rent asked, public housing units, building permits



Housing Insecurity

Evictions, persons housed or retaining housing, length of time experiencing homelessness



Housing Condition

Naturally occurring affordable housing units, age of housing, number of bedrooms, overcrowding



Access to Jobs

Total number of jobs, unemployment rate



Housing Affordability

Households spending >30% of income on housing, segmentation by tenure and by income



Access to Transportation

Commute length, households spending >15% of income on transportation

Sound Transit TOD Program

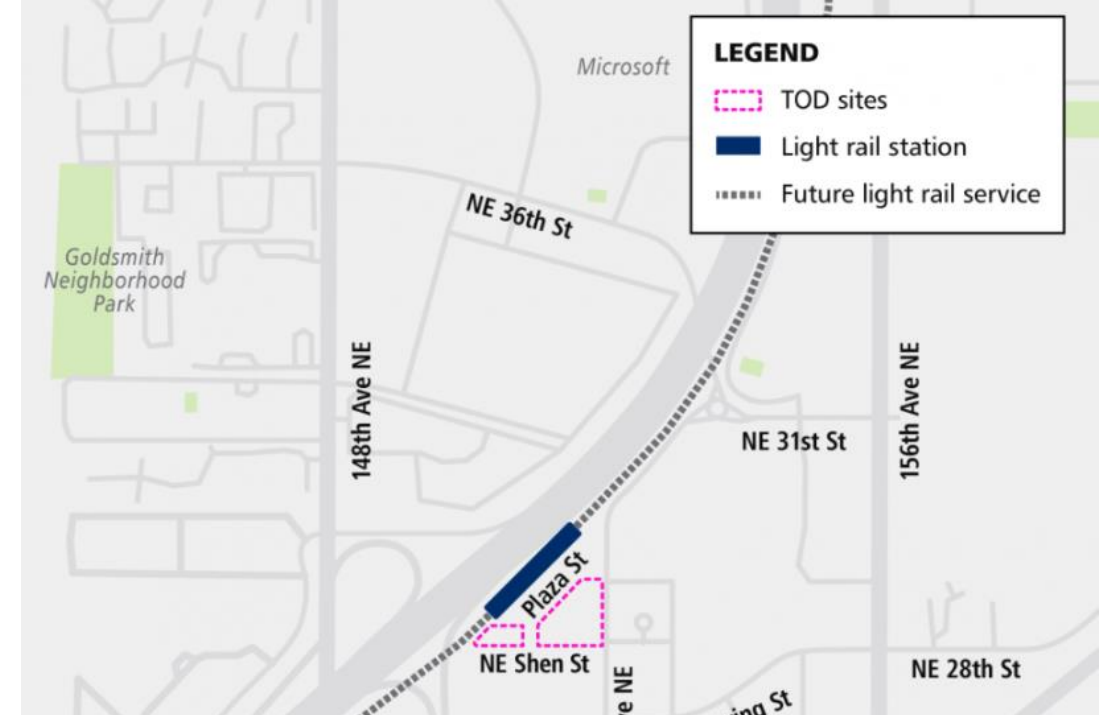


Sound Transit supports opportunities for development and affordable housing near stations by:

1. **Planning stations that foster livable communities** that include housing, office space, shops, or public open space
2. **Utilizing surplus properties** from construction for TOD, such as land used for staging equipment
3. **Setting priorities through community engagement** for affordable housing and other uses that benefit the public

Example: Overlake Village Station TOD, Redmond WA

- Prisma: A 6-story mixed-use project with **328 units of affordable housing**, ground floor retail, community and open space, and city-run services
- Developed and owned by Bellwether Housing
- Financing includes a \$5M precommitment from King County, tax-exempt bonds, 4% LIHTC, WA State housing trust funds, and funding from Amazon and Microsoft
- Expected to open in 2028



Washington's Connecting Housing to Infrastructure Program (CHIP) ●●●

- Created in 2021 through State capital budget appropriations to **fund utility connections** to affordable housing
- Helps local governments encourage the creation of affordable housing by reducing or covering infrastructure costs, including:
 - Water and sewer line upsizing or extensions
 - Water, sewer and stormwater connections
 - Regional stormwater system upgrades
 - Waived system development charged
- Eligibility:
 - A CHIP applicant must be a city, county or public utility district in partnership with an affordable housing developer.
 - Projects must meet specific income and location requirements



Source: commerce.wa.gov

Urban Land Conservancy, Denver, CO



- ULC preserves, develops, stewards and manages permanently affordable real estate in Colorado
 - Land Banking
 - Community Land Trust
 - Preservation of Affordable Housing
 - Real Estate Development
 - Low-cost Leasing for Nonprofits
- The ULC land lease is in place for 99 years, with an automatic 99-year renewal for a total of 198 years of land control.
- Utilizes the Denver TOD Loan Fund to build new affordable housing around light rail stations



The Irving at Mile High Vista. Source: urbanlandc.org



Questions?



Small Group Discussion

- Which housing actions should we prioritize?
 - Increasing supply
 - Creating affordable units
 - Preserving affordable units
 - Protecting tenants
- How do land and building costs constrain affordability?
- What public mechanisms exist to acquire land near transportation?
- What metrics should we use to share success?
- Where would additional assistance or capacity be most helpful?



Report back





MPO Housing Coordination and Next Steps



Embedding Housing into Metropolitan Transportation Planning



Strategies include:

- ✓ **Use Federal funds** for activities like housing data analysis, studies, stakeholder coordination, or public engagement
- ✓ **Incorporating housing goals** into the long-range, metropolitan transportation plan
- ✓ **Incorporating housing futures** into scenario planning and other transportation plans; move towards decide and provide
- ✓ **Incorporating housing into scoring criteria** for project prioritization in plans and improvement programs
- ✓ **Developing new data sets** for H+T cost burden, accessibility to key destinations, such as job centers, by mode, or housing needs assessments
 - ✓ OahuMPO could commission empirical data from Kakaʻako, Kapālama, and Ala Moana TOD sites to ground baselines in local conditions.
 - ✓ Annual surveys tracking actual mode split after occupancy, feeding back into updated local trip rate data.
 - ✓ A TDM points calculator - a transparent, pre-approved menu of TDM measures — modeled on the LA VMT Calculator — to reduce uncertainty at the pro-forma stage.



Embedding Housing into Metropolitan Transportation Planning



Strategies include:

- ✓ **Create an inter-agency TOD coordination committee** to continue conversations seeded today.
- ✓ **Implementing through studies, guidance and technical assistance to local governments and other regional partners**
 - ✓ Study to evaluate the feasibility of jurisdictional transfers from the State to the City/County
 - ✓ Study to examine amending parking minimums and even imposing parking maximums
 - ✓ Roadway lane reallocation study and guidance that would include the addition of wider sidewalks, bike lanes (buffered ideally), on-street parking, pedestrian islands and curb extensions, and traffic calming
 - ✓ Study and guidance on first/last mile connections to transit stations, particularly to Skyline and anticipated BRT
 - ✓ Study to develop commercial streets with culturally relevant small businesses and neighborhood services



Coordinating Housing/Transportation Planning Regionally



No universal model, but approaches include:



Interjurisdictional Planning

- MWCOG convened eight jurisdictions to develop a **Regional Fair Housing Plan**, streamlining compliance with HUD requirements.



Ensuring Compliance with State Legislation

- CMRPC is pursuing a Regional **Housing and Transportation Study** to help members comply with housing goals in the MBTA Communities Law.



Housing Finance Partnerships

- MARC and LISC Kansas City created a **Regional Housing Partnership** and Fund to target housing financing to projects near transportation.

Local Context

- **Location:** Broward County, Florida
- **Population:** 1.9M
- **Jurisdictions:** 24 Cities, 5 Towns, and 2 Villages.
- **Challenges:** Housing underproduction, mostly infill development due to land constraints
- **H+T Cost Burden:** 53%

Programming to Bring Housing Near Transit

Broward MPO's Coordination Strategies:

- ✓ Provide mapping and data analysis to inform committee created to advance the affordable housing plan
- ✓ Convene Broward County Transit, housing authorities, Florida DOT, and municipalities on route adjustments to service affordable housing investments
- ✓ Explore bundling minor improvements into planned projects to make underutilized sites more viable for redevelopment
- ✓ Support partnerships that combine mobility hubs with market-rate and affordable housing units
 - Leverage **FHWA Fund Transfers to Section 5307**, or flex funds, for mobility hub transit improvements.

Local Context

- **Location:** Kansas City metro area
- Population: 2.1M
- **Jurisdictions:** 9 Counties, 119 Cities
- **Challenges:** Housing underproduction near job centers
- **H+T Cost Burden:** 46%

Scoring Metrics for a Regional Housing Fund

MARC's Coordination Strategies:

- ✓ Partner with LISC Kansas City to convene and facilitate the Regional Housing Partnership (RHP)
- ✓ Provide data and analysis to support the RHP's decision-making around housing solutions
- ✓ Launching a Regional Housing Fund to provide gap financing for housing developments near transit.
- ✓ Establish a project scoring criteria that prioritizes proximity to transportation assets
- ✓ Partner with local governments and private developers to streamline permitting, update zoning codes, and promote flexible parking requirements from lenders and financial institutions



Metropolitan Washington
Council of Governments

Local Context

- **Location:** DC and parts of MD and VA
- **Population:** 5.5M
- **Jurisdictions:** 8 Counties, 1 District, 312 Municipalities
- **Challenges:** Housing affordability
- **H+T Cost Burden:** 37%

Setting Growth Targets + Funding Predevelopment Work

MWCOG's Coordination Strategies:

- ✓ Convene a Housing Directors Advisory Committee (HDAC) that reports on regional housing and community development issues
- ✓ Conducted a housing needs analysis and set regional housing targets for 2030
 - An increase of 320,000 units, with 75% within activity and job centers and affordable to middle-income households
- ✓ Included an initiative within 2045 Long-range Transportation Plan focused on bringing housing and jobs closer together
- ✓ Provide funding for local governments to conduct pre-development work for affordable housing near transportation through the Housing Affordability Planning Program



Large Group Discussion



What can the MPO support your agency with?

What are missing data, planning, policy gaps that the MPO can support with?

Who should be the lead agency for working on identified gaps?



Technical Assistance Available Through HUD TCTA



Technical Assistance Available

- **Direct Technical Assistance**

- Intensive, hands-on support for communities with complex or multi-phase needs
- To request TA, visit [HUD Thriving Communities Technical Assistance Program Page \(HUDUSER.GOV\)](#) and submit the TA request form

- **Short-Term Technical Assistance**

- Targeted assistance designed to address specific challenges
- To request short-term TA, send an email directly to kyle.smith@icf.com

- **Eligibility**

- Local governments that are receiving, or will receive, federal transportation funding either directly or through a state pass-through
- **City and County of Honolulu are likely eligible**





Questions?



Contact Information

Kyle Smith

Kyle.Smith@icf.com

Sumi Malik

Sumi.Malik@icf.com