



2026

U.S. Department of Housing and Urban Development's Thriving Communities O'ahu Group Technical Assistance



May 6-7, 2026
O'ahu Metropolitan
Planning Organization
July 2026



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Synopsis

An overview of an educational housing-transportation tour on O‘ahu and workshop aimed at bringing together housing, transportation, and land-use professionals across the State of Hawai‘i, the City and County of Honolulu, and federal partners.

Introduction

Under [23 U.S.C. § 134 \(k\)](#) in the Infrastructure Investment and Jobs Act, Metropolitan Planning Organizations (MPO) are to conduct housing, transportation, and economic development coordination. One of the strategies identified in the federal code is for MPOs to coordinate integrated planning processes and consultation with State and local entities responsible for land use, economic development, housing, management of road networks, or public transportation, and other public or private entities.

O‘ahu Metropolitan Planning Organization (OahuMPO) used Group Technical Assistance through the U.S. Department of Housing and Urban Development’s (HUD) Thriving Communities Technical Assistance program to strengthen existing coordination efforts. Working with HUD-provided facilitators,¹ OahuMPO developed a workshop curriculum and tour to address federal coordination requirements.

The tour and workshop convened and consulted federal, state, and city transportation, land-use, and housing agency partners within the O‘ahu Metropolitan Planning Organization (OahuMPO) jurisdiction to:

1. Identify housing and transportation coordination challenges;
2. Connect housing and transportation colleagues;
3. Learn from emerging practices from other places to improve coordination and outcomes;
4. Identify how the MPO can assist with housing-transportation coordination; and
5. Identify next steps for the group and MPO specific next steps.

Summary

The tour and workshop were held from May 6-7, 2026 to bring together housing, transportation, and land-use professionals working on planning for the island of O‘ahu, across agencies from the State of Hawai‘i, the City and County of Honolulu, and the federal government.

¹ **Sumi Malik, Transportation Planning Director, ICF:** Sumi brings 20 years of experience as a multimodal transportation planner, increasingly focused on the intersection of transportation and housing. She serves as ICF’s Project Manager for the FHWA Housing Coordination Planning project, leading engagement with MPOs and other key stakeholders. Sumi leads studies on the integration of transit and land use, such as ODOT’s Transit and Housing Study.

Kyle Smith, Senior Manager in Housing and Community Development, ICF: Kyle has 18 years of expertise at the intersection of housing, land use, and transportation, including local housing planning, transit-oriented development, and zoning reforms. He serves as Project Manager for the HUD Thriving Communities Technical Assistance program and chief subject matter expert for an FHWA Housing Coordination Guidebook for MPOs. For five years, he served as director of the Chicago-area Homes for a Changing Region program, which provided technical assistance to 15 municipalities to produce local housing plans.



Participants were provided a briefing on the importance of coordination of housing and transportation, timing of housing in transportation planning, a presentation from the Hawai'i Department of Transportation on the land-use and housing requirements and strategies in the Navahine Settlement and the Energy Security and Waste Reduction Plan, a presentation from the City and County of Honolulu Department of Transportation Services' Transportation Impact Assessment Guide, emerging practices on traffic impact analyses, a briefing on the housing development process, including common roadblock across phases of development, redevelopment actions, the capital stack, emerging practices on other jurisdictions' housing developments near transit stations, and more information about how MPOs can support housing-transportation coordination.

Recommendations for the Region

Following the TOD tour and workshop, the following were identified as key recommendations and next steps:

1. Improved data collection, including information on housing occupancy, housing quality, resident preferences, trip generation, and mode split.
 - a. Better multimodal transportation data to demonstrate impacts on greenhouse gas emissions and other performance metrics
 - b. Statewide TOD housing data dashboards to track housing production and statewide infrastructure studies.
2. Creative financing strategies to support workforce development and infrastructure investments needed to enable housing growth
 - a. Tax Reform: TIF (tax increment financing), Empty Homes/Second Home Tax, increase property taxes to reflect expected services
 - b. Broaden Affordability Ideas: Include more income brackets
 - c. Decrease costs: Subsidies; construction costs: modular, permitting timelines
 - d. Capital budget appropriations to fund utility connections to affordable housing
3. Opportunities for recurring meetings between transportation, housing, and land-use agencies.
 - a. Identify city agency for continued technical assistance
 - b. Identify whether an O'ahu focused TOD group meeting would be useful, and if so, lead organizations
4. Identify a mechanism to require organizations submitting projects for development review to provide a scoping memorandum and comply with the guidelines in the City's Transportation Impact Assessment Guidebook.
5. Identify how to improve coordination and better integrate processes between land-use, housing, and transportation agencies' permitting and planning
6. Explore policy and planning changes related to:
 - a. Easing the process for permitting accessory dwelling units
 - b. Incentivizing infill development
 - c. Revising parking standards
 - d. Changing urban design and building code standards to ease TOD permitting and construction
 - e. Identifying a firm urban growth boundary

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- f. TDM requirements for developments/dedicated staff to work with developers on TDM strategies
 - g. Establish level-of-service standards for City housing and transportation projects and developer approvals.
 - h. Feasibility of establishing high-accessibility zones with potential transportation impact assessment exemptions
 - i. Establish TDM points-based trip calculators
 - j. Implement complete streets impact fees to support more sustainable and housing-supportive transportation outcomes

Key MPO Next Steps:

1. Identify which items to prioritize for planning funds via the next Unified Planning Work Program, including the following identified during the workshop:
 - a. Explore parking maximums
 - b. Evaluate the feasibility of jurisdictional transfers
 - c. Establish guidance on first mile/last mile connections to transit stations
 - d. Roadway reallocation/corridor planning in TOD areas
 - e. Transportation/TOD portion of the State Housing Plan
 - f. TOD specific development and station area plan (economic development, housing, and transportation)
 - g. Support infrastructure planning
 - h. Develop new data sets to better understand mode shift in TOD developments and how to measure TOD success and housing collaboration to improve the Oahu Regional Transportation Plan
 - i. Develop a TDM calculator to help reduce uncertainty at pro-forma stage
 - j. Conduct TOD local trip generation studies to inform the travel demand forecast model and help local jurisdictions replace the Institute of Transportation Engineers standard for transportation impact assessments.
2. Work with housing, land-use, and transportation agencies to identify lead agencies and/or non-federal funding to match federal planning funding
3. Identify if the MPO is the right agency to continue in a convening capacity, either individually, or partnered with another agency

Preparing for the Workshop

To inform workshop curriculum, OahuMPO and HUD employed a two-part assessment approach consisting of a pre-workshop participant survey and a field-based Transit-Oriented Development (TOD) tour. Together, these activities were designed to identify key transportation and housing coordination challenges, understand participant priorities and learning objectives, and provide HUD facilitators with firsthand exposure to O'ahu's development context.

The pre-workshop survey was distributed to workshop participants representing federal, state, and local agencies involved in housing, transportation, land use planning, permitting, and development. The survey collected information on participants' professional roles, organizational perspectives, perceived barriers to housing and transportation coordination, development opportunities near major transportation investments, and desired workshop outcomes.



Prior to the workshop, HUD technical assistance facilitators participated in a full-day TOD tour across O’ahu to observe existing and planned transit-oriented development projects, engage directly with agency staff and development partners, and better understand local implementation challenges and opportunities. The tour included visits to key Skyline station areas and redevelopment sites, where participants discussed housing production, infrastructure investments, land ownership considerations, funding challenges, and interagency coordination efforts. Insights from the tour provided important local context that complemented the survey findings and informed workshop facilitation.

The following sections summarize the key findings from the pre-survey and observations from the TOD tour that helped shape the HUD Thriving Communities Housing and Transportation Workshop.

Pre-Survey Results: Overview of Challenges and Opportunities

To inform the development of the HUD Thriving Communities Housing and Transportation Workshop curriculum, a pre-workshop Google Forms survey was distributed to participants to better understand their professional backgrounds, current challenges, areas of interest, and desired workshop outcomes. The survey findings helped identify key barriers to transportation and housing coordination on O’ahu and informed the design of workshop sessions.

Survey respondents represented a variety of agencies involved in land use, housing, and transportation planning. Participants primarily worked in land use planning and policy, development review and permitting, zoning, transit-oriented development (TOD), and regulatory reform. Of the 17 total respondents, eight were from the City and County of Honolulu, seven were from State agencies, and two worked for federal agencies (Figure 1).



Figure 1 Summary of survey respondents

Participants identified project delays as the most significant challenge affecting transportation and housing coordination efforts. Delays were reported across multiple



phases of project delivery, with no single phase consistently emerging as the primary bottleneck. Other frequently cited challenges included funding and programming alignment, land disposition and site control, zoning and entitlement approvals, and procurement processes. However, several respondents noted that delays can occur throughout the entire project lifecycle.

Interagency coordination emerged as the second most significant challenge. Respondents highlighted persistent difficulties caused by misaligned timelines, funding cycles, and agency responsibilities. According to several respondents, housing, land use, and transportation investments are often planned, funded, and implemented by different agencies operating on separate schedules, which creates challenges in aligning priorities and timelines.

Additional responses on the challenges to coordinating transportation and housing can be grouped into four primary categories of coordination challenges:

Funding

- Misalignment between capital and operating funding.
- Different agency funding cycles.

Governance

- Disconnected agency responsibilities.
- Limited data sharing and inconsistent land use information.

Implementation

- Limited housing finance tools.
- Land title and land court challenges.
- Parking requirements and regulatory constraints.

Design

- Limited integration of community and urban design principles.

When it comes to land and development opportunities, most respondents (64.7%) indicated that they own, manage, or influence land located near major transportation investments, while 23.5% do not and 11.8% were unsure. Among those with influence over land near transportation facilities, the most identified barriers to housing development were infrastructure capacity limitations and funding or financing gaps (Figure 2). These findings suggest that significant opportunities may exist to advance housing development near transportation investments if infrastructure and financing challenges can be addressed.

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

17 responses

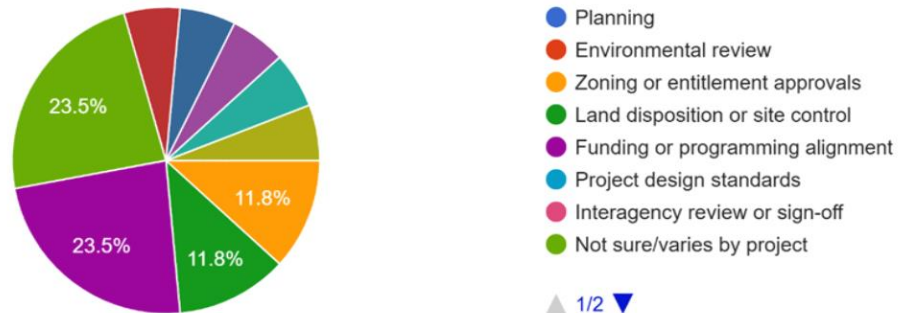


Figure 2 Summary of stages of timeline delays

Respondents identified several geographic areas and corridors of interest for future housing and transportation coordination efforts, including: Māpunapuna; Kapālama; Iwilei; Ala Moana, Kakaʻako, and Downtown Honolulu; East Kapolei; Hoʻopili; the University of Hawaiʻi West Oʻahu/Keoneʻae; Stadium/Hālawā; and Rail station areas on State-owned land.

To ensure that the workshop adequately met the needs of the participants, the survey also asked respondents about their goals and objectives. In summary, survey responses indicate a strong interest in moving beyond problem identification toward practical implementation strategies. In general, the desired workshop outcomes, as stated by the survey respondents, can be grouped into the following categories:

Improve Transparency

- Increase understanding of key players, timelines, and decision-making processes.
- Establish a land inventory and housing pipeline tracking framework.
- Reduce uncertainty and bottlenecks in project review processes.

Strengthen Coordination

- Promote earlier communication and collaboration among agencies.
- Improve internal alignment between planning, housing, and development staff.

Align Planning and Policy

- Better integrate housing priorities into long-range plans and transportation investments.
- Identify actionable next steps and implementation strategies.

Support Legislative and Regulatory Reform

- Advance City and State zoning and land use reforms that facilitate housing production and transit-oriented development.

Overall, the survey findings reveal broad agreement that stronger coordination, greater transparency, improved data sharing, and more aligned funding and planning processes are needed to better integrate housing and transportation investments across Oʻahu.



Participants expressed a strong interest in practical tools, peer examples, and collaborative strategies that can help reduce implementation barriers and accelerate housing development near existing and planned transportation infrastructure.

Transit-Oriented Development Tour

The following agencies and organizations participated in the tour:

Participating Organizations
O'ahu Metropolitan Planning Organization
ICF (HUD Workshop Facilitators)
City and County of Honolulu, Department of Transportation Services (DTS)
State of Hawaii, Department of Transportation (HDOT)
City and County of Honolulu, Department of Housing and Land Management (DHLM)
State of Hawaii, Office of Planning and Sustainable Development (OPSD)
City and County of Honolulu, Department of Planning and Permitting (DPP)
Stadium Authority
Department of Land and Natural Resources (DLNR)
Hawai'i Housing Finance and Development Corporation (HHFDC)
Hawaii Public Housing Authority (HPHA)
Governor's Office on Housing
Kamehameha Schools
DR Horton

In preparation for the HUD Thriving Communities Housing and Transportation Workshop, HUD technical assistance facilitators participated in a full-day Transit-Oriented Development (TOD) tour across O'ahu to explore how transportation investments, housing initiatives, and land-use planning are being coordinated to support mixed use communities around existing and planned Skyline stations. The tour served two primary purposes: 1) to familiarize HUD facilitators with TOD opportunities and challenges across O'ahu; and 2) to facilitate discussion among state, city, and development partners on housing and transportation coordination, implementation challenges, and future development opportunities.

Participants rode Route W on TheBus from Downtown Honolulu to Lelepaupā Station. During the commute, Department of Transportation Services Director of Transit Jon Nouchi provided an overview of O'ahu's transit network, including recent bus route restructuring efforts, Skyline integration, and planned station-area growth (Photo 1). Participants then traveled on Skyline, visiting several station areas with significant TOD potential, including Hālawā, Keone'ae, and Pouhala. At each stop, agency and organization representatives discussed station-area planning, housing and economic development opportunities, infrastructure investments, land ownership considerations, and interagency coordination efforts.



Photo 1 Director of Transit discusses O'ahu's transit network on W-Line

At Hālawā Station, the group learned about the New Aloha Stadium Entertainment District (NASED), where Stadium Authority Director Mike Yadao highlighted the project's vision, redevelopment challenges, infrastructure needs, and the role of transit in supporting a future mixed-use district (Photo 2).



Photo 2 Director Mike Yadao presents on the New Aloha Stadium Entertainment District

The tour continued to Keone'ae and Ho'opili stations, where representatives from the Department of Land and Natural Resources, the Office of Planning and Sustainable Development, and private developer DR Horton provided a guided walking tour of the East Kapolei and Ho'opili master-planned communities (Photo 3). This portion of the tour focused on housing development, land-use planning, and the integration of transit infrastructure to support long-term residential and commercial growth. Following this tour, the group visited the future Keawalau Development area near the Pouhala (Waipahu) station, where representatives from Kamehameha Schools shared plans for transit-supportive growth.



Photo 3 DR Horton leads a guided walking tour of the Ho‘opili master-planned communities

While commuting from Waipahu to Iwilei through the Skyline Segment 3 construction corridor along Dillingham Boulevard, Director Nouchi provided historical context and discussed the area's redevelopment potential (Photo 4). In Iwilei, city and state officials discussed redevelopment efforts surrounding the future Kūwili Station, including affordable housing initiatives, infrastructure improvements, and catalytic projects such as the Mayor Wright Homes redevelopment.



Photo 4 Director of Transit provides historical context on the Iwilei neighborhood, as well as development potential

Throughout the day, participants gained firsthand insight into the opportunities and challenges of implementing TOD on O‘ahu. Discussions underscored the importance of coordinated planning among transportation agencies, housing providers, landowners, developers, and community stakeholders to create connected, accessible, and equitable communities. The tour concluded with a debrief session at the OahuMPO office, where participants reflected on key observations, lessons learned, and opportunities for continued collaboration among local, state, and federal partners to advance TOD initiatives across the island (Photo 5).

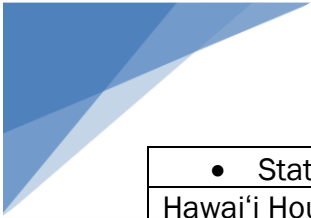


Photo 5 Debrief session at the OahuMPO office following the tour

Workshop

The following agencies participated in the workshop and/or were invited to participate in the workshop:

Participating Agencies
Oahu Metropolitan Planning Organization (Facilitator)
ICF (HUD Workshop Facilitator)
City and County of Honolulu, Department of Housing and Land Management (DHLM)
City and County of Honolulu, Department of Planning and Permitting (DPP) • Community Planning Branch • Development Plans and Zone Change Branch • Land Use Permits Division • Planning Division • Policy Planning Branch • Traffic Review Branch • Transit Oriented Development Division • Urban Design Branch
City and County of Honolulu, Department of Transportation Services (DTS) • Mobility Division • Engineering Division • Transit Division
City and County of Honolulu, Office of Climate Change, Sustainability and Resilience (OCCSR) • Sustainable Communities
Department of Hawaiian Home Lands (DHHL)
Governor's Office on Housing
Hawai'i Department of Transportation (HDOT) • Land Use Permits Section • Highways Planning Branch • Energy Security and Waste Reduction Branch



Statewide Transportation Planning Division
Hawai'i Housing Finance and Development Corporation (HHFDC)
State of Hawaii, Office of Planning and Sustainable Development (OPSD) - Land Use Planning - Transit Oriented Development
U.S. Department of Housing and Urban Development (HUD) Honolulu Field Office
U.S. Federal Highway Administration (FHWA) Hawai'i Division
U.S. Federal Transit Administration (FTA) Region 9

Invited, But Did Not Attend
City and County of Honolulu, Department of Planning and Permitting (DPP): - Zoning Regulations and Permits Branch - Land Use Approval branch
Department of Land and Natural Resources (DLNR)
Hawai'i Community Development Authority (HCDA)
Hawai'i Public Housing Authority (HPHA)
Honolulu Authority for Rapid Transportation (HART)
Stadium Authority

The HUD Thriving Communities Group Technical Assistance was a half-day session focused on strengthening coordination between housing and transportation planning across agencies. The workshop was split into three modules. The first module explored the relationship between housing and transportation, highlighting O'ahu's cost burdens, gaps in coordination, and how planning and real estate cycles interact. It also included brief presentations from state and city partners, national case studies, and a facilitated discussion to identify key barriers and opportunities for aligning housing near transportation. The second module shifted to strategies for redeveloping underutilized land near transit. This section covered common development challenges, funding considerations, and a chance for groups to discuss these topics in a smaller setting. The workshop concluded with a discussion on how OahuMPO can better support interagency coordination, including identifying data, policy, and planning gaps, as well as next steps and the opportunity for technical assistance.



Photo 6 Group members work together to identify housing and transportation challenges and opportunities.

Module 1: Timing Housing in Transportation Planning

As the housing and transportation (H+T) cost burden currently averages about 47% in the H+T Index for the City and County of Honolulu, this module focused on how to reduce this burden and emphasized further need to bridge coordination among key agencies and stakeholders.

Through both the presentation and discussion among participants, it was found that long-range transportation planning should incorporate housing considerations by identifying areas with high housing and transportation costs, assessing housing needs and appropriate housing types, and addressing spatial mismatches that limit access to jobs, services, goods, and opportunities.

Key goals and performance measures include reducing the H+T index, encouraging compact and affordable development, and prioritizing housing-supportive transportation solutions. Planning efforts should also evaluate different housing futures, apply housing-focused evaluation criteria, and align transportation plans with housing needs analyses, sub-area plans, economic development strategies, and TIP/STIP programming to support housing and transit-oriented projects. The module also discussed how real estate and transportation project planning interact, emphasizing that housing considerations should be incorporated as early as possible in project development.

Natasha Soriano from the Hawai'i Department of Transportation (HDOT) shared information about the [Navahine Settlement](#) and the [Energy Security and Waste Reduction Plan](#) (ESWRP). HDOT discussed how the agency is working to align housing and transportation objectives by considering greenhouse gas (GHG) and vehicle miles traveled (VMT) impacts during the prioritization, project evaluation, and environmental review processes and building out their prioritized multimodal network. HDOT also discussed the strategies in the ESWRP related to housing and transportation, including support TOD and make public transit more affordable and convenient, including align growth with more public transportation options and locating housing near transit to reduce vehicle miles traveled and greenhouse gas emissions. Additionally, the settlement requires that HDOT no longer use level of service, or the speed



of vehicles to prioritize projects. HDOT shared that they are working on metrics focused on safety, accessibility, reliability and system efficiency for all users, as well as greenhouse gas emissions and vehicle miles traveled impacts in their prioritization and design frameworks moving forward.

Greg Tsugawa of the City and County of Honolulu's Department of Transportation Services (DTS) shared information about its [Transportation Impact Assessment Guide](#) (TIA). The Guide serves as an outline of the process for reviewing potential transportation impacts of proposed city projects and projects impacting city streets and assists city staff and developers with implementing the Complete Streets ordinance with a multimodal approach. The guide includes recommendations for scope of analysis, methods, and multimodal mitigation strategies to traffic impacts.

DTS also highlighted implementation challenges, including inconsistent submission of scoping memoranda and a limited enforcement authority for project sponsors to follow the guide and its processes. DTS also identified issues during state environmental reviews and providing comments through coordination with project managers, the Department of Planning and Permitting (DPP), and traffic engineering staff during permitting processes.

In response to these challenges with traffic impact assessment process, the facilitators presented examples in several cities of innovative approaches to traffic impact assessments and transportation planning.

- Portland, Oregon replaced the standard Institute of Traffic Engineers vehicle trip assumptions with locally observed person-trip data from transit-oriented residential projects, significantly reducing predicted vehicle trips.
- Los Angeles, California commissioned a local trip generation study of TOD sites, developed a local VMT calculator, and streamlined approvals for projects below VMT thresholds.
- Arlington, Virginia incorporated pre-negotiated Transportation Demand Management (TDM) commitments into corridor plans, eliminating project-by-project TIA negotiations.

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 <i>Measuring how residents actually travel</i> 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 <i>Evidence grounded in local conditions</i> 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 <i>Corridor-level planning instead of project-by-project negotiation</i> 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	

Figure 3 National examples of cities that implemented innovative approaches to traffic impact assessments.

- San Francisco, California shifted from intersection-level mitigation to development fees supporting transit, biking, and pedestrian improvements, helping achieve low VMT levels and reducing road widening requirements.
- Seattle, Washington eliminated parking minimums near transit and later citywide while raising thresholds for requiring full transportation impact assessments.
- Minneapolis, Minnesota eliminated parking minimums near frequent transit service, and eventually citywide.

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 <i>Pooling developer contributions into network investment</i> 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 <i>Calibrating review intensity to actual impact</i> 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: Gabbie, Pierce & Clowers (2020), Land Use Policy; SDOT	Minneapolis — Parking Reform as TIA Scope Reduction <i>Removing the regulatory assumption driving car trips</i> 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
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Figure 4 National examples of reformed traffic impact analysis.

Finally, the module introduced the “Decide and Provide” approach, which begins by determining the type of community desired and then aligning infrastructure and regulations to support that vision. For the agencies planning for the island of O’ahu, proposed next steps include conducting local trip generation studies, establishing high-accessibility zones with potential TIA exemptions, monitoring mode share and multimodal travel data, developing TDM points-based trip calculators, and implementing complete streets impact fees to support more sustainable and housing-supportive transportation outcomes.

From Predict & Provide to Decide & Provide

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

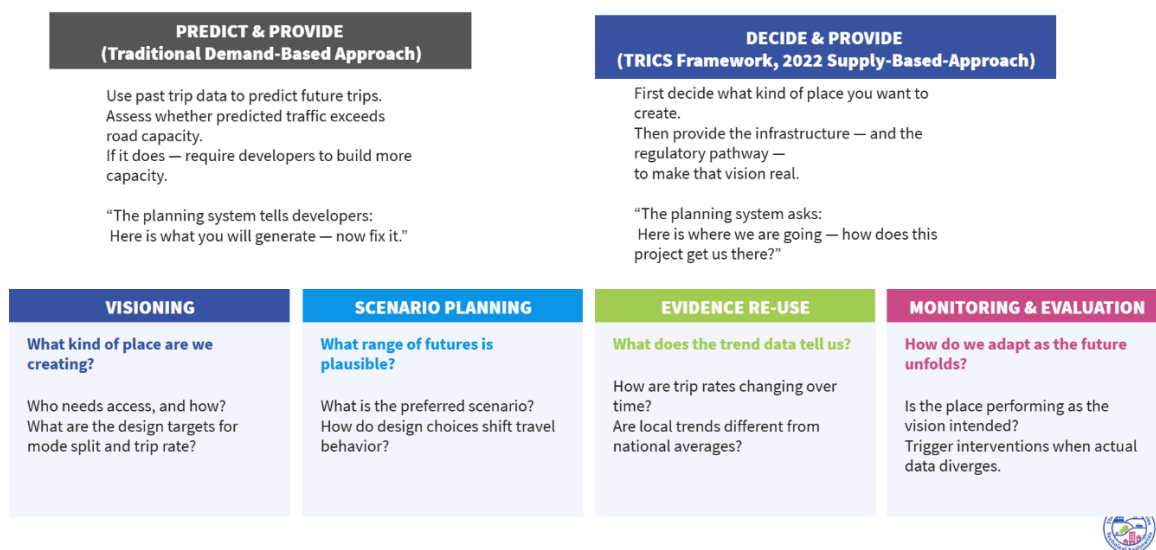


Figure 5 Explanation of new framework for transportation planning in Transit-Oriented Development areas.

Module 2: Redeveloping Underutilized land Near Transportation

Because land availability for new housing is severely limited due to geographic and environmental constraints, state land use designations, concentrated land ownership, high demand, and other complex factors, O’ahu must think strategically when it comes to development. Facilitators explained two routes public entities have to get involved in redevelopment:

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

In terms of developing partnerships, HUD facilitators provided the following case studies:

- **Overlake Village Station TOD, Redmond Washington**
 - Sound Transit supports opportunities for development and affordable housing near stations by planning stations that foster livable communities (housing, office space, shops, or public open space), utilizing surplus properties from construction for TOD (land used for staging equipment), and setting priorities

through community engagement for affordable housing and other uses that benefit the public.

- Example: Prisma is a 6-story mixed-use project with 328 units of affordable housing, ground floor retail, community and open space, and city-run services
- Financing includes a \$5M precommitment from King County, tax-exempt bonds, 4% LIHTC, Washington State housing trust funds, and funding from Amazon and Microsoft
- **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
- **Urban Land Conservancy, Denver, Colorado**
 - Urban Land Conservancy 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



Photo 7 Sumi Malik (ICF, Transportation SME) gives presentation on Thriving Communities Technical Assistance.



Facilitators also emphasized that relying on publicly owned sites is not enough to meet demand for affordable housing. They explained that 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

Module 3: MPO Housing Coordination and Next Steps

This module focused on strengthening coordination between land-use, housing, and transportation agencies as well as other stakeholders to better align holistic planning. OahuMPO and ICF highlighted strategies to embed housing into MPO planning process, including:

- Using federal planning funds to develop housing data analyses, studies, stakeholder coordination, and public engagement
- Incorporating housing goals into the long-range plan
- Incorporating housing futures into scenario planning
- Incorporating housing into project prioritization criteria
- Developing new data sets for housing and transportation cost burden, accessibility to key destinations
- Creating an interagency TOD coordination committee to continue conversations from the workshop
- Implementing through studies, guidance, and technical assistance to local governments and other regional partners

Some specific examples were provided, including:

- Commission empirical data from Kaka’ako, Kapālama, and Ala Moana TOD sites to ground baselines in local conditions;
- Annual surveys tracking actual mode split after TOD occupancy, feeding back into updated local trip rate data and travel demand forecast model;
- 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;
- 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; and
- Study to develop commercial streets with culturally relevant small businesses and neighborhood services.

Participants were then asked to discuss how the MPO might help better support housing-transportation coordination. Groups emphasized corridor planning that looks beyond roadway design and “curb to curb” and instead consider how transportation improvements influence land use and vice versa. Examples such as Arlington’s Transportation Demand Management (TDM) strategies and the King-Beretania Corridor Study illustrated opportunities for integrated planning approaches. The University of Hawai‘i School of Architecture also recommended limiting Young Street as a throughfare, which was identified as a potential area for MPO collaboration.



Photo 8 Share out of small group discussion.

Participants stressed the need for improved data collection, including information on housing occupancy, housing quality, resident preferences, trip generation, and mode split. Better multimodal transportation data would help demonstrate impacts on greenhouse gas emissions and other performance metrics while supporting more accurate planning models. Additional tools discussed included technical assistance support, statewide TOD housing data dashboards to track housing production, and statewide infrastructure studies.

Participants also explored broader implementation challenges, including connectivity issues between separate communities and the high costs associated with infrastructure and utility connection fees. They also discussed creative financing strategies to support workforce development and infrastructure investments needed to enable housing growth. Overall, the session reinforced the OahuMPO’s potential role in coordinating agencies, improving data and analytical tools, and advancing integrated housing and transportation solutions across Hawai‘i.

Call to Action

Following the conclusion of the workshop, a post-survey was sent out to participants to acquire feedback on the session and ways to continue communication and collaboration.

Respondents included folks from the FTA, FHWA, HHFDC, DTS, HDOT.

As one of the goals of the workshop was to bring different agencies together, all the respondents said that they were able to meet someone new and that they plan to keep in contact with these individuals to find ways for collaboration within housing and transportation planning and development. Following the workshop, a majority of people also said they left with a better understanding of the players and challenges of housing-transportation coordination.

When asked, “How can we better improve internal coordination and communication in the housing-transportation process?,” respondents answered:

- Have a clear vision, mission and goals then identify appropriate players to accomplish each goal.
- Map the ecosystem for housing-transportation on Oahu, identifying stakeholders, roles & responsibilities. We should be able to look at a certain station/TOD area on a map and get an idea of who and what.
- Following up on the conversations that were started in the workshop
- Regular meetings

OahuMPO's Role in Housing-Transportation Coordination

What do you think is the best role for OahuMPO to better assist with housing-transportation coordination?

5 responses

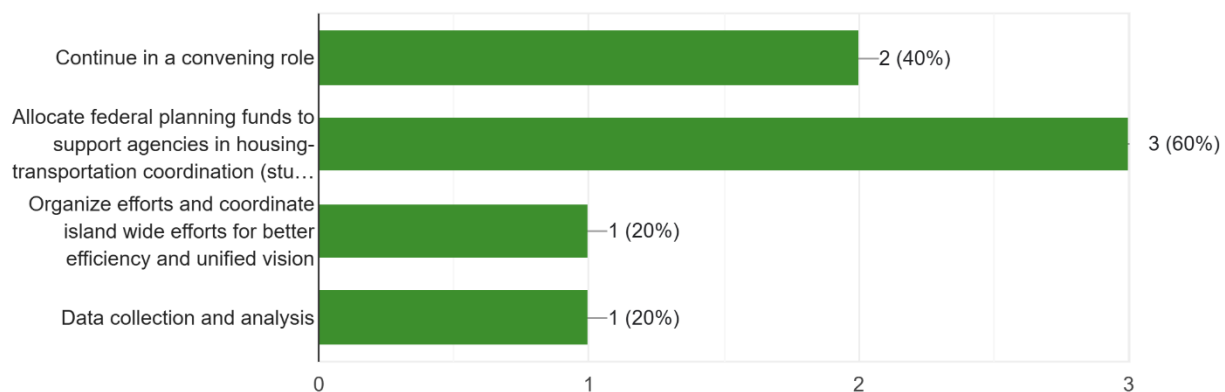


Figure 5 Summary of desired role of OahuMPO in assisting with housing- transportation coordination.

Respondents suggested that federal planning funds could be allocated to funding the transportation element of state housing plan. Funds could also be used to choose/identify specific TODs (1 or 2) and create detailed development plans (economic development and housing). More generally, respondents also highlighted infrastructure and corridor planning.

Finally, when asked which agency would be best to co-host these continued convenings, respondents identified the Office of Planning and Sustainable Development (OPSD), Hawaii Housing Finance and Development Corporation (HHFDC), and the TOD Council.



Resources

- [Plan & Policy Review - Planning Documents.xlsx](#)
- [Workshop Presentation](#)
- [U.S. HUD Thriving Communities O'ahu Group Technical Assistance Transit Oriented Development Tour and Workshop Webpage](#)