



**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
530 SOUTH KING STREET, ROOM 202  
HONOLULU, HAWAII 96813-3065  
TELEPHONE: (808) 768-5010 • FAX: (808) 768-5011

**BRANDON ELEFANTE**  
Councilmember District 8  
Aiea, Pearl City, Waipahu  
Chair, Public Health, Safety, and Welfare  
Telephone: (808) 768-5008  
Email: belefante@honolulu.gov

October 25, 2016

MEMORANDUM

TO: Mr. Clayton Wong, City Council Administration

FROM: Mary Schmidtke, Senior Advisor to Councilmember Brandon Elefante *MMS*

SUBJECT: 2016 Annual Rail~Volution Conference | Building Livable Communities with Transit

Attached please find my 2016 Rail~Volution Conference report which was held from October 9-12 the Hyatt Regency Embarcadero, San Francisco, California.

*CPK 10*  
*10-26-16*

RECEIVED  
2016 OCT 26 A 8:04  
CITY COUNCIL  
HONOLULU, HAWAII

# **Rail~Volution Conference 2016**

## **“Building Livable Communities with Transit”**

**Oct. 9-12, 2016**  
**San Francisco, CALIFORNIA**

Trip Report submitted by Mary M. Schmidtke  
Office of Councilmember Brandon Elefante,  
City Council, City & County of Honolulu

### **Mobile Tour:**

#### **Rosie, Richmond and the New “We Can Do It!” Spirit**

**SUNDAY, OCTOBER 9, 10:00AM-2:00PM**

- Richmond, CA. is across the Bay from San Francisco and is the furthest terminus of BART. (Population: 110,000) It is a mostly industrial city, developed as a shipyard in World War II by Henry J. Kaiser. City leaders are trying innovative approaches to public health, regional transportation, economic development and access to public spaces to revitalize the City of Richmond.
- The group took a ferry ride to Richmond, as a demonstration of the ferry service they will be starting in 2018. The cost is approx. \$37M for 10 years with a projected 20% fare box recovery.
- The visit included the repurposed waterfront with new uses of the industrial buildings and wharf area, including a Concert and Meeting venue complex and National Park Museum dedicated to “Rosie the Riveter” as well as new housing on the harbor area.
- The city has a significant portion of the San Francisco Bay Trail that is marked and completed through their city and is a popular walking and biking destination.
- There is a tri-modal transit station in downtown Richmond with a BART station, railway station and bus station. They recently developed a parking structure with commercial ground-floor spaces. The area around the stations is being developed with TOD projects, including low-income housing.
- AC Transit, the bus provider, currently has an 80% fare box return and completes 200,000 trips per day. They also provide 2 million paratransit trips annually. They are currently testing hybrid buses and hydrogen fuel cell buses.

- There is a concerted effort to get riders to the transit complex from surrounding areas by enhancing the streets and streetscapes, including sidewalks, lighting and road improvements.
- The abandoned rail line through the city has been converted to greenway trail with playgrounds, parks (including edible parks), and new low-income housing development along the greenway. There is a focus on individual communities along the line taking ownership of their portions of the trail and making the trail a locus of their “safe streets to school” program. All the art and murals along the trail are done by local residents.

---

## Monday, October 10

### Plenary Session

8:00am – 9:30am

#### Introduction to the Bay Area (provided by Rail-Volution)

*“The San Francisco Bay Area is the country’s third largest economy. But booming industries and incredible wealth creation bring with them a host of issues: Exploding real estate values benefit property owners, but cause income inequality and displacement. A surge in transit ridership taxes an aging transportation network already bursting at the seams. Take a look at the tensions emerging from these conflicting storylines where housing, job growth and transportation are inextricably linked. Consider growing suburban poverty leading to hundred-mile commutes; continued resistance to housing development in job- and opportunity-rich locations; the urgent need for investment to update aging transportation infrastructure; and a renewed sense of shared responsibility across the Bay to provide housing for people of all incomes, coupled with fears of traffic and congestion from growth without proper management.”*

**Emcee:** Grace Crunican, General Manager, San Francisco Bay Area Rapid Transit District; Vice President, Board of Directors, Rail~Volution, Oakland, California

- Many “problems of success” with BART ridership exploding and the system overloaded
- Aging infrastructure
- Need bond issuances just to do “un-sexy infrastructure”
- Issues of homelessness, housing affordability, long commutes, groups squeezed out of housing near transit stations
- Important that we address equity issue for lower and middle class---they can no longer be ignored—and they are feeling the most strain

#### Presentations

**Kim-Mai Cutler, Journalist, Tech Crunch, San Francisco, California**

- The area is showing dystopian aspects of success
- Cost of housing is 9 to 10 times median income
- Situation is bifurcating the highest incomes from the lowest incomes
- Tech companies are creating own private solutions for their employees bringing complexity to the transportation market and traffic issues---they are now the 7<sup>th</sup> largest transit provided in the Bay Area, providing buses dedicated to their work force
- There has been limited housing growth throughout the state in the last 50 years
- Prop 13 limited real property tax for local jurisdictions creating significant disparities in who carries the property tax burden and reducing access to funds for housing
- "Affordable" units are costing over \$300,000 to build per unit in San Francisco

**Carol Galante, Professor and Faculty Director, Turner Center for Housing Innovation, University of California, Berkeley, California**

- Severe affordability challenge---most vulnerable/lowest income have always been a challenge throughout the country
- In California, the majority of middle class renter pay more than 30% of their income for housing
- There is a new re-urbanization in the country with the younger generation growing up in urban areas and wanting to stay there and significant others groups moving to cities
- Environmental protections put into place because of unbridled sprawl still have strong support
- Options might be to expand transit development and focus on compact development
- Look at joint development around stations and require affordable housing component
- Looks at zoning with computer modeling (SimTOD) to see where different options might work for density
- Have to add housing supply at all levels
- Need funding for lowest levels because these will always need to be subsidized
- Consider modular construction

### **Reaction Panel**

**Steve Heminger, Executive Director, Metropolitan Transportation Commission, Oakland, California**

- Need to build new housing stock and need to build where job are
- Believes incentives can work, such as money from the MPO to build near transit IF developer complies with affordable housing requirements

- Consider adding a sales tax for services in CA
- Let's welcome innovation....including Google buses

**Amie Fishman, Executive Director, Non Profit Housing Association of Northern California, San Francisco, California**

- Need lots of strategies all at the same time
- Need to rearrange solutions
- Even "Smart Growth" displaces lower income communities
- The market is building luxury units, the middle is missing (it gets no assistance) though there are subsidies for the lower income levels
- Must address regulations and inequities
- People should be able to live near jobs and works better for all if jobs and housing are near each other

### **TOD Financing: The Reality of Today**

**MONDAY, OCTOBER 10, 10:00 AM-11:30 AM**

*"Nowadays every new TOD project comes with a long list of goals: Support transit. Increase equity. Improve public health. Reduce environmental impacts. What are the realities of meeting such wide-ranging goals? And once those goals are met, can transit agencies, developers and communities achieve a return on the transit investment while still creating places that people love? The answer is "yes."*

**Moderator: April Chan, Executive Officer, Planning & Development, San Mateo County Transit District, San Carlos, California**

**Darin Smith, Managing Principal, Economic & Planning Systems, Oakland, California**

- Worked on BART projects
- Use density bonuses, transit benefit covenants, development agreements, and transit impact fees
- Calif. Legislature created "Transit Assessment Districts"
- Transit agencies themselves are the guiding force behind these assessment districts

- Project has to be 1) eligible: facilities and services that enhance transit; 2) benefits have to be within ½ mile radius; 3) subject to voter approval; 4) sunsets in 2021—projects that exist at that time are grandfathered
- Possible projects include new stations, intermodal improvements, stations capacity upgrades, enhanced maintenance, pedestrian bridges and paths, lighting, landscaping, noise mitigation, transportation demand management
- Look for where a bit of public investment goes a long way
- Focus infrastructure on where you want development to come
- Many jurisdictions do determine increment of increase attributable to the project and reserve it for the project's future cost

**Nadine Fogarty, Principal, Vice President, Strategic Economics, Berkeley, California**

- For Honolulu Rail Project : focus has been on looking at the right financing tools and strategies
- Rail line will connect to 40% of the jobs on Oahu
- Rail project will have significant property impacts
- There are always competing funding needs: 1)TOD Infrastructure; 2)Affordable Housing; 3) paying for the transit system itself
- Need to prioritize and encourage complete streets and connectivity projects
- Focus on areas where infrastructure needs cannot be met by private developers
- Focus on areas that lack connectivity and perhaps have drainage and other critical infrastructure needs
- Should look at district-based financing: TIFs are on the books but there are problems
- TIF money comes in over time so needs to be used as income stream for bonds
- Better to use TIF as back-up financing to special transit assessment or other special tax
- CFDs might work

**Eric Rothman, President, HR&A Advisors, Inc., New York, New York**

- Project in Center City, Pennsylvania, became the Drexel Innovation Center through a partnership with Drexel University (175 acres)
- Project expanded and renovated station, activated public spaces, provided park and plaza all in conjunction with University
- They were driving/coordinating force and you need this kind of project champion
- To find funding sources, find out who benefits
- TIFs are least effective as financing tool but can be useful political tool

---

## **TOD Managers Forum: Managing Expectations Before They Manage You**

MONDAY, OCTOBER 10, 12:00 PM-1:30 PM

*“People working in transit agencies, cities and regional entities know the impact that TOD can have from a community building, ridership and financial perspective. TOD can improve access to jobs, housing opportunities and healthier lifestyles. Expectations are high, but are we managing them effectively?”*

Open discussion:

What are agencies doing about promoting development, especially affordable housing, at the properties they control?

- Important to develop a TOD policy for how property/development deals will be uniformly handled
- Generally ground leases are preferred and sell property only if have to
- Partner with affordable housing groups for their expertise
- Know the value of the market and the value of your real estate
- Decide on term of affordability
- Consider profit participation
- Focus on affordable housing, connectivity, open space, active gathering places
- Preserve flexibility and be opportunistic
- Most agencies have process of review of unsolicited proposals
- Start with good walkable urbanism and transit will fit in
- Look at first and final mile (getting riders to transit/rail)
- Use RFPs to see offers/options
- When reviewing projects don't forget “lost opportunity” costs

---

## **Public Sector Role in Redevelopment: The Whole Story**

MONDAY, OCTOBER 10, 2:00 PM-3:30 PM

*“Traditional public sector participation in TOD consists of direct subsidies for specific items, such as affordable housing. Today the reality is much more complex. What role does the public sector play in building, incentivizing and encouraging TOD? Hear the updated version of the story – how the public sector is more active, creative and effective than ever. Find out how methods have evolved to support new projects and redevelopment along transit ways.”*

**Moderator: Daniel Baer, AICP, Senior Vice President and National Planning Lead, WSP | Parsons Brinckerhoff, New York, New York**

**Elise Durbin, AICP, TOD Program Manager, Hennepin County, Minneapolis, Minnesota**

- In Minnesota, municipal authorities control land use
- County TOD can influence local TOD projects through TOD financing program to help finance development along the transit corridor
- So far, there have been 100 projects costing \$27M in the transit corridor
- County TOD has annual solicitation round for jurisdictions along transit corridor
- Criteria for projects very flexible and include acquisition of land prior to TOD need
- Also provide grants and low-interest loans
- Funding provides county with influence on local projects
- In 20 years over \$880M in public and private investment along the transit corridor
- Projects can include open space & connectivity projects
- Often make parks and trails using old rail lines

**Peter Braster, Senior Development Manager, City of Carrollton, Carrollton, Texas**

- Current focus on tract of excess land which was previously JCPenney US headquarters
- Toyota moving there---2M sq. ft. facility with worker housing
- Ties to transit and new housing integral part of the development
- Toyota a partner in efforts
- Need hand-in –hand job creation and mixed use

**Theresa Trivedi, Senior Planner, Metropolitan Transportation Commission, San Francisco, California**

- As a planner for the MTC in San Francisco they are coordinating funding for \$7M people, 101 cities, and 9 counties
- Have established “Priority Development Areas” (PDAs)–there are currently 200 designated in the coverage area
- The PDAs are chosen by local jurisdictions and funding is provided by the MTC to land the priority areas
- To Date: 51 projects have been developed with 60,000 housing units, 103,000 new jobs, and 26M sq. ft. of commercial space
- Financial support provided by MTC with conditions: jurisdiction needs an affordable housing plan approved by the state and much adopt a “Complete Streets” policy\
- Also use Regional Housing Bonds and Commercial Linkage Fees

---

**Field trip to Pittsburg, California:**

**Hitachi Rail USA, Inc., factory (rail car assembly plant)**

**TUESDAY, OCTOBER 11, 8:00 AM-2:00 PM**

- 11 rail cars are currently under construction
- 4 cars=1 train; 2 end units and 2 middle units each train
- Each train can carry 640 people; has 200 seats
- There will be a total of 80 cars=20 trains
- By Mid-2019 all cars will be delivered
- Takes approx. 3-1/2 months to build each car
- 7,200 passengers per hour per direction
- For East Kapolei to Aloha Stadium segment will need 4 trains
- Top speed is 65mph; running speed approx. 55mph
- Reviewed braking capacity, noise mitigation, air-conditioning systems, lighting, seating, safety measures, and structural integrity

---

**Mind the [Generation] Gap: Learning from Mature Transit Systems**

**TUESDAY, OCTOBER 11, 2:00 PM-3:30 PM**

*“What can the next generation of TODs learn from their “elders”? How can examples from mature transit systems inform newer systems on successes, failures and best practices? From the form of transaction – sale or lease – to the structure of the deal, what are the potential barriers to avoid? What design issues, guidelines and policies should be reexamined? What are the most timeless principles, as applicable today as two decades ago? And what policies have undergone considerable rethinking over the years? Revisit the goals and vision of early TOD projects: Have their impacts been positive or negative? Reminisce and build on the wisdom of the first generation to make second generation TOD that much better.”*

**Moderator: Jessica Von Bork, LEED, Assistant City Manager, City of Fremont, California**

- New BART line will now extend to Fremont/Warm Springs (current terminus of BART in East Bay)

- City has developed an Innovation District Area (previously only large employer in the area was GM Auto Plant) GM had no interest in BART/transit projects
- In 2010 GM plant closed; 15,000 jobs impacted in region
- Fremont got federal money to reposition station and land
- Tesla bought plant and highly motivated to work with transit options
- Fremont partnered with landowners to set up special district; will be a village concept around the station with varying densities, employment opportunities and mixed use
- Keys: 1) Understand the Big Picture for your Region; 2) Play to partners strengths; 3) Create the ecosystem that supports growth needed/wanted; 4) BE SURE to evaluate impact on school and BE SURE TO INCLUDE the need for parks and open space

**Rick Williams, Partner, Van Meter Williams Pollack, San Francisco, California**

- BART has development planned for all BART stations
- Last year, BART decided it will require affordable housing for all projects on their property
- Richmond station: has affordable and market housing, parking structure with retail
- Fruitvale station: early icon of TOD but started with too much retail, now developing market housing
- Hayward and San Leandro stations: have technology office park opening soon and now redeveloping retail
- Dublin/Pleasanton stations: started with business park and now developing housing (high density residential)
- Walnut Creek/Pleasant Hill/South San Francisco and Union City: current focus is on higher density near station (50 units per acre and above) with parking slightly below market
- MacArthur station: have 20 year vision with mix of housing; 3 private developers; doing affordable housing and small amount of retail
- South Fremont/Warm Springs: 10-15 process, involving 400+ acres, high density housing with 5-6 thousand housing units, jobs, retail

**Andrea Elcock, Community Planning Coordinator, Port Authority of Allegheny County, Pittsburgh, Pennsylvania**

**Stan Wall, PE, Partner, HR&A Advisors, Washington, DC**

- Metro, in Washington D.C., was built with TOD in mind (started in 1972)
- Carry 1.2M passengers per day

- Ridership is currently being impacted by need for rebuilding of the system
  - Phase 1: Focused on ridership; Phase 2: Courted economic development—parking lots replaced with mixed use/shared parking; Phase 3: Meeting complex mature-system challenges including ridership and revenue challenges, expanding and reorienting development around stations, adding connectivity, pedestrian access
  - REMEMBER: End of line stations will always need extensive parking
  - Other stations: once established and need for parking declines, can remix parking areas with mixed use and shared parking
  - When developing or re-developing: 1) Keep sense of place; 2) Assure connectivity; 3) Fund the needed infrastructure; 4) Plan for future growth
  - Look at: 1) Mixed-use town centers; 2) Complete streets; 3) Creative financing (i.e. New Market Tax Credits); 4) Explore shared parking; 5) Identify and leverage anchor institutions; 6) Create strong bike/pedestrian connections; 7) Do detailed station area planning
- 

## **Mobile Tour:**

### **The Mission District: Culture, Transit, and Development**

**WEDNESDAY, OCTOBER 12TH, 9:00AM-11:00AM**

*“Walk through San Francisco’s Mission District and see why it’s one of the city’s most desirable places to live. Experience SFMTA’s MuniForward program on Mission Street, a corridor serving 67,000 transit riders a day. Learn how best practice bus design improved transit reliability. See where key pedestrian enhancement projects increased walkability. Finally, hear the challenges of rapid development and high demand in this neighborhood rich with culture.”*

**Matthew Brill**, Transportation Planning and Implementation, San Francisco Municipal Transportation Agency; and

**Ilaria Salvadori**, San Francisco Planning Department

- Walking tour started the Mission District starts from BART’s 24<sup>th</sup> Street Station which was recently renovated to make it more rider-friendly with bollards instead of fences and open area plaza. Intention is to keep each stations in keeping with its neighborhood. There is a pay toilet on the plaza with an attendant which has help address the traditionally large population of homeless in the area.

- Mission Street traffic lanes have been re-designated red-painted “transit only” lanes for buses and taxis only. Buses have light signal priority.
- Cars are directed into left turn-only lanes to reduce vehicle numbers on the street.
- Reduced the number of travel lanes to accommodate wider buses. This has resulted in less collisions/side-swipe incidents.
- Use Leading Pedestrian Intervals (LPIs) to give pedestrians 5-7 second head start across major intersections
- Surrounding streets give priority to other modes of transit such as cars, bikes
- Preserve connections with neighborhood by recognizing their unique features and promoting/preserving local art and themes and ethnic identities

**Wednesday, October 12**

**Closing Plenary  
12:00pm – 2:00pm**

**Building Livable—and Healthy—Communities with Transit**

**Moderator: Adelee LeGrand, AICP, Chief Strategy Officer, VP, Transdev, New Orleans Regional Transit Authority**

**Anthony Iton, Senior VP of Healthy Communities, The California Endowment**

**Dan Bartholomay, Chief Executive Officer, Rail-Volution**

**Jeffrey Tumlin, Principal, Nelson\Nygaard Consulting Assn. Inc.**

**Thoughts and discussion:**

- Politics is the allocation of scarce and precious social good
- New cities will have high densities and reduced parking
- The status quo is NOT the best we can do
- When planning—if you don’t know what you want to be---you will never get there
- What are our community values?
- What do we want to look like?
- Don’t leave decision-making to developers
- Can create thriving HEALTHY communities: where you live in proximity to transit corridors (cars) and health and social services as well as fresh air and open space DOES affect your health
- Need to build your community narrative and story---be inspirational because advancement takes advocacy—each choice can be weighed to advance a HEALTHY population
- Use your sphere of control/influence to address and resolve problems, join in problem-solving with others

RECEIVED

City Council  
City and County of Honolulu

2016 OCT 19 A 10: 23

**CLAIM FOR TRAVEL REIMBURSEMENT**

HONOLULU, HAWAII

Date: October 19, 2016

Traveler: Mary M. Schmidtke

Event: Rail-Volution 2016

Location: San Francisco, California

Dates: From October 9, 2016 To October 12, 2016

| Description              | Amount          | Notes:                                                               |
|--------------------------|-----------------|----------------------------------------------------------------------|
| 1. Registration Fee      | <del>0.00</del> | <del>Net \$695 (after \$15 credit); CAS pCard covered expense</del>  |
| 2. Airfare               | 501.02          | United (paid via traveler's personal credit card)                    |
| 3. Hotel                 | 1840.59         | Hyatt Regency (paid via traveler's personal credit card)             |
| 4. Meals                 | <del>0.00</del> | <del>Will not claim</del>                                            |
| 5. Ground Transportation | 40.12           | SuperShuttle                                                         |
| 6. Tips                  | 20.00           | Maid (Hyatt; 5 days @ \$4.00/day; signed certification)              |
| 7. Other                 |                 |                                                                      |
| Other                    |                 |                                                                      |
| Other                    |                 |                                                                      |
| 8. Adjustment            |                 |                                                                      |
| TOTAL REIMBURSEMENT      | 2401.73         |                                                                      |
|                          |                 | <del>Total trip cost: \$3,096.73 (i.e., \$2,401.73 + \$695.00)</del> |

This is to certify that the above data, based upon receipts submitted to Council Administrative Support Services via a CCLTRVL02 form, is accurate. Further, I am claiming reimbursement for expenses associated with a trip in which City business was conducted and personal funds were used to advance payment:

Mary M. Schmidtke  
Signature of Traveler

10-19-16  
Date