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CITY COUNCIL

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TRAVEL REPORT

CITY COUNCIL
HONOLULU, HAWAII

Conference Highlights for RAILVOLUTION 2010

Portland, OR - October 18-21, 2010

Submitted by Council Chair Todd K. Apo

I attended several workshops throughout the conference, targeting speakers or sessions with an emphasis on Transit Oriented Development (TOD), public-private partnerships, and measures and considerations for successful transit projects. Below are brief summaries from the most relevant sessions attended:

From a Transit Planner: Be on the Way

Speaker: Jarrett Walker

Author and Consultant, HumanTransit.org, Sydney, Australia

- If you want to be sure you'll have good transit, be on the way from one transit destination to another.
- Define mobility and accessibility – understand distinction
 - Mobility – ability to get from point A to point B
 - Accessibility – ability to get to a place you want to go
 - For accessibility, you have the ability to develop so that the place you want to go is closer
 - For mobility – the points are fixed – it's a question of how fast and easily you can get there
- Understand the connection between land use and transportation
- An efficient transit line -- and hence one that will support good service -- *connects multiple points* but is also reasonably straight so that *it's perceived as a direct route between any two points on the line*. For that reason, good transit geography is any geography in which good transit destinations are on a direct path between other good transit destinations.

New Metrics For Success

Speaker: Genevieve Hutchison

Senior Transportation Planner, Regional Transportation District, Denver, CO

- Denver Fastrack Quality of Life program provides High Level Measures Report every 3-5 years. The baseline report was in 2006. Most recent was in 2008. see <http://www.rtd-fastracks.com/main> 7
- The High Level Measures are:
 - Meet Future Transportation Needs (jobs growth and employment)
 - Provide Opportunity for development near transit (economic activity)
 - Environmental Sustainability (sustainable design features)
 - Transit Usage (ridership)
 - Travel Safety and Security (crime)

- Customer Satisfaction (passenger satisfaction)
- System Mobility (travel times/time variability)
- Travel Choices and accessibility (Auto Access/Destination Access/Land Use)
- Question of how to evaluate transit investment – especially from a new starts perspective
 - As opposed to a NEPA analysis (environmental) that examines negative impacts – there needs to be a standard for measuring positive impacts
 - Reduced emissions, reduced auto travel, land use and economic development
 - Life metrics – travel time, jobs, pedestrians, health, bikes
 - People based analysis
- Measuring the connection between land use and health outcomes
 - Health assessment and ongoing monitoring
 - Measure the socio-economic impacts

Private Investment in TOD: A Lender's Perspective

Speaker: Renata Simril

Senior VP, Development, Forest City Enterprises, Los Angeles, CA

- Statistics explain the impact of the demand for TOD development. According to a Reconnecting America report from 2008, almost a quarter of all renters and buyers will want TOD housing in 2030.
- Private and non-profit developers face the common challenge of trying to implement financially feasible TOD products at the local level. Public-private cooperation and planning must also be accompanied by financial real incentives for the development community. TOD tends to be more expensive and more challenging than greenfield development.
- Providing clarity about development plans and parameters is key. Understanding where municipalities and communities desire to grow through development, and when development should be curbed, is essential to providing that clarity. In California, SB 375 has the potential to do just that if implemented effectively. Coupling local zone changes to support TOD/urban infill and streamlined entitlements to support TOD will go a long way to realizing implementation.
- Efficiency through streamlined environmental clearance will greatly help. However, the hurdles for realizing these exemptions must be achievable to have value and support development of higher density and/or TOD.
- Grants or government bonds for TOD will also greatly facilitate development, by profit and non-profit developers.
 - An example of collaborative effort that has worked in the state of California, notwithstanding the downturn in the economy, is the California Prop 1C bond fund program. This is an example of good funding priorities that help fund infrastructure costs, including parking for catalytic TOD projects in urban core communities, which is the number one cost for the development. Transit oriented development is not just about getting people out of their cars, it's about providing a variety of transit alternatives that reduce vehicle miles traveled (VMT)

- **PARKING:** Good TOD must include of the right amount parking to be market driven, balance against the right incentive needed to get individual people out of their cars. But parking is a huge impact on a developer's cost. Focusing on those kinds of funding sources to support the cost of TOD is essential.
- Will Fleissig – TransACT SF
- How to determine the mix of mixed-use
 - It should be left to the market to determine – allow flexibility
 - That flexibility is sometimes difficult to provide in public policy
 - Setting too many requirements will result to too much of various elements
 - That's what most often creates problems for the ability for the area to develop
- Evolution of TOD
 - TOD 1.0 – transit and real estate were separate
 - TOD 2.0 – (last 10 years) rout alignment, station location, land assemblage, infrastructure
 - TOD 3.0 – (where we need to move to) adds LIVABILITY to 2.0. Recognize the benefits of living near transit
- Understand that TOD development (like any other development) has risks, but TOD requirements adds additional risks
- Need mechanisms like TIF, dedicated property value capture, PPP to make TOD development work
- Sustainability Corridors
 - Look beyond the ½ mile radius – understand the broader connections
 - Key is getting people to and from stations
 - Une transit districts to allocate density
 - Expand the funding base

**TOD at the Corridor Level: The HUD Sustainable Community Program Initiative
Denver's Transit Oriented Developments**

Speaker: Ismael Guerrero

Executive Director, Denver Housing Authority (DHA), Denver, CO

- Denver's Union Station is a transit hub that will link downtown to suburbs, tech areas, and the distant airport. Bus, light rail, and commuter rail will converge on the site, which will be part of a distinctive, walkable, mixed-use community. Funded through a "hodgepodge" of federal and state grants, affordable housing will be located at the site or developed within one-two train stops.
- Union Station TODs will be in more than one area
- Development (primarily of sports arenas and community colleges) has displaced many residents, so DHA has made a significant effort to elicit and ensure and strong community voice in development decisions.
- After three years of community meetings and discussions, DHA decided to redevelop the property in phases, avoiding tenant relocation. Developing in phases also means a steady flow of jobs. For the first time, DHA held

conversations with the Denver public school system, to help the system plan for density and demographic changes.

- South Lincoln's affordable housing homes will have 800-900 mixed income units, along with commercial and community space. The first new building sits across the street from the rail station, and will be home to 100 senior households.
- Benedict Park Place is a successful mixed-income development in the heart of downtown Denver. It was originally built as housing for the 1976 Olympics, which the state then turned down. Residents organized to save the housing, asking DHA to demolish and replace with a high-quality development. The LEED Platinum development is also home to new partnerships, including a storm water pilot with the Dept. of Public Works, and a 'farm to lunch' program with the nearby elementary school.
- In response to community concerns about building aesthetics, DHA hired different architects for each building. Although a real management challenge, an additional benefit was that it allowed smaller local firms a chance to compete for business.

Sustainable Community Partnerships

Leslie Rogers – FTA Region 9

Jack Peters – HUD

Jen Blonn – EPA Region 9

- Livable Communities must fit local needs
- Provide transportation and housing choices
- Create economic competitiveness
- Target existing communities and improve them
- Align federal efforts
 - HUD, DOT (TIGER), EPA (Smart Growth), Reconnection America
- FTA
 - changing New Start Cost Effectiveness Rule – recognize that it is just 1 of 6 criteria – not an absolute
 - Expanded bike and pedestrian policies
 - Procurement rules – pilot program on revisions
 - Livability elements
 - Safe Communities – need to be safe to be livable

City Council
City and County of Honolulu

CLAIM FOR TRAVEL REIMBURSEMENT

Date: November 8, 2010

Traveler: Todd Apo
 Event: 2010 Rail-Volution Conference
 Location: Portland, OR
 Dates: From October 18, 2010 To October 21, 2010

Description	Amount	Notes:
1. Registration Fee	\$475.00	Online registration conf. attached; contingency fund
2. Airfare		
3. Hotel	\$850.52	Receipt attached; contingency fund
4. Meals	\$40.35	Receipts attached; contingency fund
5. Ground Transportation	\$80.00	Receipts attached; contingency fund
6. Tips	\$5.00	Receipt attached; contingency fund
7. Other	\$316.95	Receipts attached; FTA related business dinner meeting
Other		transit fund
Other		
8. Adjustment		
TOTAL REIMBURSEMENT	1767.82	Note on Totals: \$1,450.87 - Contingency Fund
		\$ 316.95 - Transit Fund

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:


Signature of Traveler

November 8, 2010
Date