

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, November 19, 2010
Time: 9:30 a.m. to noon
Place: Council Chambers

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- | | | | |
|----------|-------|--|----------------------------------|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | Ross Roberts, Chair |
| 9:30 AM | 2. | Comments from the Chair and Committee Members <ul style="list-style-type: none">• TPAC Community Representative Recognition | Ross Roberts, Chair |
| 9:35 AM | 3. | Citizen Communications to TPAC on Non-Agenda Items | |
| 9:40 AM | 4. * | Approval of the TPAC Minutes for October 29, 2010 | |
| | 5. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 9:45 AM | 5.1 * | Region wide Flexible Funds (Step 1) Review: Transit Oriented Development – <u>INFORMATION</u> <ul style="list-style-type: none">• <u>Purpose</u>: Provide a review of the TOD & Centers Program as a component of the regional flexible fund allocation process.• <u>Outcome</u>: Understanding of TOD Program activities, accomplishments and strategic direction. | Megan Gibb
Chris Yake |
| 10:15 AM | 5.2 * | 2045 Household and Employment Forecast Update – <u>INFORMATION / DISCUSSION</u> <ul style="list-style-type: none">• <u>Purpose</u>: Clarify process for updating the household and employment distribution at TAZ level.• <u>Outcome</u>: TPAC understanding of 2011 TAZ allocation process and opportunity for feedback. | Gerry Uba
Dennis Yee |
| 10:45 AM | 6. | <u>ADJOURN</u> | Ross Roberts, Chair |

* Material available electronically.

** Materials will be distributed at prior to the meeting.

Material will be distributed at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.

To check on closure or cancellations during inclement weather please call 503-797-1700#.

Upcoming JPACT action items:

- FY12 Federal Appropriations and Authorization (**February 2011**)
- Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) (**February 2011**)

Future TPAC discussion items:

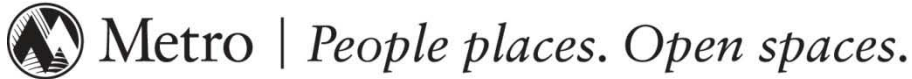
- MOVES update
- On-street Bus Rapid Transit
- The State of Travel Models and how to use them
- Active Transportation update
- High Speed Rail
- Update on the Columbia River Crossing Project
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor's *Tracking Transportation Project Outcomes* report



Date: October 1, 2010
To: TPAC Members, Alternates and Interested Parties
From: Kelsey Newell
Re: 2011 TPAC meeting schedule

Please mark your calendars with the following 2011 TPAC meeting dates. TPAC meetings will be held from 9:30 a.m. to noon in the Metro Council Chambers:

Friday, January 7, 2011	Regular TPAC meeting
Friday, January 28, 2011	Regular TPAC meeting
Friday, February 25, 2011	Regular TPAC meeting
Friday, March 25, 2011	Regular TPAC meeting
Friday, April 29, 2011	Regular TPAC meeting
Friday, May 27, 2011	Regular TPAC meeting
Friday, July 1, 2011	Regular TPAC meeting
Friday, July 29, 2011	Regular TPAC meeting
Friday, August 26, 2011	Regular TPAC meeting
Friday, September 23, 2011	Regular TPAC meeting
Friday, October 28, 2011	Regular TPAC meeting
Friday, November 18, 2011	Regular TPAC meeting



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
October 29, 2010
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Sorin Garber	Citizen
Elissa Gertler	Clackamas County
Mara Gross	Citizen
Katherine Kelly	City of Gresham, Representing Cities of Multnomah Co.
Scott King	Port of Portland
Nancy Kraushaar	City of Oregon City, Representing Cities of Clackamas Co.
Alan Lehto	TriMet
Keith Liden	Citizen
John Reinhold	Citizen
Paul Smith	City of Portland
Jenny Weinstein	Citizen
Tracy Ann Whalen	Citizen
Rian Windsheimer	Oregon Department of Transportation
Sharon Zimmerman	Washington State Department of Transportation

AFFILIATION

MEMBERS EXCUSED

Brent Curtis	Washington County
John Hoefs	C-TRAN
Dean Lookingbill	SW Washington RTC
Mike McKillip	City of Tualatin, Representing Cities of Washington Co.
Satvinder Sandhu	FHWA
Karen Schilling	Multnomah County
Dave Nordberg	Oregon Department of Environmental Quality

AFFILIATION

ALTERNATES PRESENT

Andy Back	Washington County
Nancy Cardwell	Oregon Department of Environmental Quality
Lynda David	SW Washington RT
Margaret Middleton	City of Beaverton, Representing Cities of Washington Co.

AFFILIATION

STAFF: Colin Deverell, Kim Ellis, Tom Kloster, Ted Leybold, Lake McTighe, Kelsey Newell, Ross Roberts, Dylan Rivera, Mark Turpel.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Ross Roberts declared a quorum and called the meeting to order at 9:35 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Roberts highlighted the upcoming Oregon Climate Summit and updated the committee on the development of the Regional Flexible Fund task forces.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. APPROVAL OF THE TPAC MINUTES FOR OCTOBER 1, 2010

MOTION: Mr. Alan Lehto moved, Ms. Tracy Ann Whalen seconded, to approve the October 1, 2010 TPAC Minutes.

ACTION TAKEN: With all in favor, the motion passed.

5. ACTION ITEMS

5.1 Resolution No. 10-4201, “For the Purpose of Amending the 2008-13 Metropolitan Transportation Improvement Program (MTIP) to Include Funding of Initial Land Acquisition, Construction and Related Costs for the Portland-Milwaukie Light Rail Project.”

Mr. Ted Leybold and Mr. Mark Turpel of Metro described the amendment, which would formally recognize approved funding sources for the Portland-Milwaukie Light Rail (PMLR) project, allowing for the commencement of related right-of-way acquisitions and preliminary construction tasks.

MOTION: Mr. Paul Smith moved, Mr. Sorin Garber seconded, to recommend Resolution No. 10-4201 to JPACT.

ACTION TAKEN: With all in favor, the motion passed.

5.2 Resolution No. 10-4210, “For the Purpose of Amending the 2010-12 Metropolitan Transportation Improvement Program (MTIP) to Transfer Funds from the Greenburg Road: Tiedeman to Hwy 217 Project to the Walnut Street: Tiedeman to 116th Project.”

Mr. Leybold and Mr. Mike McCarthy of the City of Tigard presented the resolution. Mr. McCarthy described the current project as financially impractical due to an unforeseen

requirement of bridge replacement along the route and presented the City of Tigard's request to divert the funds to a similarly important but more feasible project.

Committee members discussed the resolution, noting their general support for the changes, but inquired about this project's ability to meet the criteria set for the original project and whether TPAC was considering the funds inappropriately.

MOTION: Mr. Keith Liden moved, Ms. Nancy Kraushaar seconded, to recommend Resolution No. 10-4210 to JPACT.

ACTION TAKEN: With seventeen in favor, one opposed (Whalen), the motion passed.

5.3 Resolution No. 10-4211, "For the Purpose of Amending the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Delete the Washington Square Regional Center Trail: Hall to Greenburg Project and Substitute the Fanno Creek Trail: Main to Hall Project."

Mr. Leybold described the amendment, noting the original project's inability to move forward due to the lack of a willing seller in the proposed right-of-way. The City of Tigard requested that funds for the project be reallocated for other trail improvements.

Committee members discussed the resolution and inquired about the changes in the project's funding mechanics.

MOTION: Mr. Lehto moved, Ms. Margaret Middleton seconded, to recommend Resolution No. 10-4211 to JPACT.

ACTION TAKEN: With seventeen in favor, one opposed (Reinhold), the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 Regional Flexible Fund Step 1 Review: Regional Planning Program

Mr. Tom Kloster of Metro briefed the committee on the allocation of MTIP funds for regional planning efforts. Mr. Kloster described JPACT's past decision to adopt an MTIP/STIP model in lieu of a regional dues program and its likely continuation. Mr. Kloster also described several of the areas to which MTIP funds are allocated, including regional freight planning, livable streets and local project development.

The committee inquired about specific aspects of the regional planning process and concerns raised by the Metro auditor regarding project outcome measurement. Mr. Kloster acknowledged there was room for improvement, but that additional funds would be required to address them.

6.2 State Transportation Improvement Program (STIP) Draft for Public Comment

Mr. Rian Windsheimer updated the committee on the STIP draft prepared by ODOT and provided a list of safety and preservation projects, noting the modeling used to highlight important projects.

Committee members inquired about specific projects and the application process.

6.3 Oregon Transportation Greenhouse Gas Emission Reduction Planning (HB 2001/SB 1059)

Ms. Kim Ellis of Metro introduced Mr. Bob Cortright from the Oregon Department of Land Conservation and Development, who reported on the state's greenhouse gas (GHG) emissions planning efforts and their implications for the Portland metropolitan area. Mr. Cortright described the challenges ahead in addressing the state-mandated reduction in carbon emissions and the ongoing development of emissions reduction strategies. The statewide strategy will identify the combination of strategies needed to meet the state goals, with transportation-related GHG emissions reduction targets being developed for each metropolitan area. The Portland metropolitan region's scenario planning effort will be focused on identifying the combination of strategies needed to meet the region's target, tailored to address trips that begin, end or are entirely within the region's urban growth boundary.

Committee members discussed the specifics of the relevant legislation and the areas of responsibility for the region and state. Intercity travel options will be an important component of the overall strategy. Members discussed the risks of overly aggressive technical assumptions and highlighted the importance of considering a range of these assumptions at the state level. Members also noted the significance of addressing the equity implications of the different strategies, along with providing state-level incentives and public outreach.

7. ADJOURN

Seeing no further business, Chair Roberts adjourned the meeting at 11:48 a.m.

Respectfully submitted,

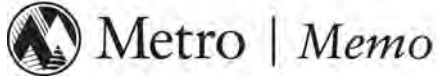


Colin Deverell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR OCTOBER 29, 2010

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.2	Handout	n/a	City of Tigard - Proposed Walnut St. Improvements	102910t-01
6.1	PowerPoint	n/a	Regional Planning Funds	102910t-02
6.2	Handout	10/25/2010	ODOT Region 1 Draft 2014-15 STIP Candidate List	102910t-03
6.3	PowerPoint	n/a	State and Metropolitan GHG Planning	102910t-04



Date: November 12, 2010
To: JPACT Members and Interested Parties
From: Megan Gibb, AICP, Development Center Manager
Subject: Regional Program Review: Transit-Oriented Development & Centers

Program description

Transit-oriented development (TOD) plays a key role in implementing the 2040 Growth Concept by helping to create vibrant urban centers and station areas where people walk, bike and use transit. It effectively optimizes our significant regional investment in transit by bringing more residents and workers to the existing system. Given the complexity and cost of compact mixed-use development, however, planning and zoning alone often cannot stimulate the private investments needed to build dynamic communities near transit.

To help overcome these market barriers, Metro offers incentives through the TOD program to foster public-private partnerships near transit. Metro's innovative program helps offset the private sector costs of high quality dense and vertical mixed-use development by directly investing in transit-oriented development projects and, in some cases, acquiring and selling land near transit at a reduced cost. These easements and land sales carry with them conditional use requirements such as minimum densities and/or building heights, mixed land uses, pedestrian friendly design and amenities, and reduced parking ratios.

Regional Funding Strategy Context

At its May 2009 retreat, JPACT members identified Regional Flexible Funds as the appropriate source of funding for the TOD program.¹ Regional Flexible Funds are the only source of funding for the TOD program's direct investments in catalytic transit oriented development projects. Furthermore, these TOD investments are frequently the only direct financing tool available for public-private partnerships in local jurisdictions around the region. The TOD Program has received funding from Regional Flexible Funds each cycle since its inception in 1998.

Regional leaders recently identified mixed-use development in centers and corridors as a high priority strategy for greenhouse gas emission reduction. On April 2, 2010, MPAC and JPACT held a joint workshop to learn more about climate change science and policy choices related to greenhouse gas emission reduction. Nearly 200 people attended the workshop, including other elected officials in addition to MPAC and JPACT members, local government staff, and non-government partners. The top rated strategy for greenhouse gas emission reduction, identified by more than 73% of survey respondents, was to "increase mixed-use development in centers and corridors."

¹ "RTP Modal Finance Approach," Joint Policy Advisory Committee on Transportation, May 2009 retreat work product.

Relationship to performance targets

A growing body of research is documenting the contribution transit oriented development can make towards meeting the performance targets to which we, as a region, aspire. The relationship of transit oriented development to regional performance targets are briefly highlighted here:

- **Travel** – *reduce vehicle miles traveled per person:*

Recent research finds that in comparison to typical suburban development, compact suburban development reduces vehicle miles travelled by 20% and urban development reduces VMT by up to 60%. As the amount and quality of compact development increases, the reduction in VMT accelerates, resulting in a permanent reduction in greenhouse gas emissions.²

- **Active transportation** – *increase walking, biking and transit:*

Residents of TOD developments walk, bike and use transit more than they did previously when they were living in areas without good urban form and transit service.³ To be considered for TOD program participation, the development must be higher density, create an attractive pedestrian realm, and be bike-friendly. Funding eligibility is determined based upon the extent to which the development will result in increased transit ridership.

- **Affordability** – *reduce the average household combined cost of housing and transportation:*

Living in a walkable neighborhood with a mix of uses and good access to public transportation makes an average of 16% of total household income available for other expenditures. Combined housing and transportation costs drop from 57% of household expenditures for those living in auto-dependent areas to 41% for those living in walkable neighborhoods with good access to transit.⁴

- **Basic infrastructure** – *increase the number of essential destinations⁵ accessible by trails, bicycling and public transit or by sidewalks for all residents:*

The TOD program improves accessibility to essential destinations by stimulating compact residential and mixed-use development near transit, and by requiring that all projects create an attractive pedestrian realm, minimize parking, and be bike-friendly.

- **Access to daily needs** – *increase the number of essential destinations accessible by bicycling and public transit for low-income, minority, senior and disabled population:*

More than half (59%) of the 2,091 housing units constructed with Metro's TOD program funding are affordable to low and moderate income persons: 531 units are affordable for up to 60% median family income households, and another 703 units have market rate rents affordable for up to 80% median family income households. These new residential units are designed to meet or exceed current requirements for accessibility by disabled persons. More than one-fourth (27%) of all housing units are designed to serve seniors.

² Urban Land Institute. *Land use and Driving: the role compact development can play in reducing greenhouse gas emissions*. Washington DC: Urban Land Institute, 2010.

³ Dill, Jennifer. *Survey of Merrick TOD Residents*. Portland State University. March, 2005.

⁴ Center for Transit Oriented Development. *TOD 201: Mixed-Income Housing Near Transit: increasing affordability with location efficiency*. Washington DC: Federal Transportation Administration, 2009.

⁵ Consistent with the evaluation methodology used for the High Capacity Transit plan, essential destinations are defined as: hospitals and medical centers, major retail sites, grocery stores, elementary, middle and high schools, pharmacies, parks/open spaces, major social service centers (with more than 200 monthly LIFT pick-up counts), colleges and universities, employers with greater than 1,500 employees, sports and attraction sites and major government sites.

- **Climate change** – *reduce transportation-related carbon dioxide emissions;*
Clean air – *eliminate population exposure to at-risk levels of air pollution; and*
Congestion–*reduce vehicle hours of delay (VHD) per person:*

Metro’s 1994 Travel Behavior/Activity Survey found that per capita vehicle miles traveled (VMT) in neighborhoods with good transit service and mix of uses is less than half that of the average regional household. As a result, the TOD Program’s completed projects have reduced greenhouse gas (GHG) emissions an estimated 100,000 metric tons compared to traditional development.

National research concludes that transit oriented development reduces transportation-related carbon dioxide emissions and exposure to at-risk levels of air pollution through travel mode shifts and congestion mitigation.⁶ Two Portland studies documented substantial changes in travel behavior, including 15% to 16% mode share increase in transit commuting among people who moved into TODs.⁷ Less driving results in fewer auto-emissions and less congestion. Air pollution exposure is reduced because of reduced transportation-related emissions and fewer hours spent stuck in traffic.

Program strategic plan

A TOD program strategic plan is currently being prepared to guide the cost-effective allocation of limited TOD funding. Existing conditions and development economics are being evaluated to develop a system-wide TOD station and corridor typology. This will clarify the types of investments that can most effectively help realize each jurisdiction’s local aspirations for these areas. It is anticipated the TOD strategic plan will be completed in early 2011.

Strategic planning is being led by TOD Program staff with technical assistance provided by the Center for Transit Oriented Development (CTOD), the only national nonprofit dedicated to providing best practices, research and tools in the field. For the near-term, the plan guides the allocation of limited resources by identifying and prioritizing station areas and corridors with existing (re)development and placemaking potential. For a longer planning horizon, the plan establishes a system-wide TOD Station and Corridor Typology to direct future Program activities including direct project investment, partnership opportunities and technical assistance. Longer-term strategies also include recommendations for TOD Program expansion including increasing funding for compact and/or mixed use development projects, urban living infrastructure (ULI), and station area planning.

Program accomplishments

- **20** TOD projects have been completed in centers and stations areas across the region, including Hillsboro, Orenco, Beaverton, Hillsdale, Milwaukie, Clackamas, Gresham, Gateway, and Portland.⁸
- **543,000** more travel trips are made by transit every year rather than by car as a result of projects built with TOD program funding.
- **2,091** housing units have been constructed to date and serve a diverse population including low and moderate income, disabled, and senior households.

⁶ Transportation Cooperative Research Program, *Estimating Greenhouse Gas Savings from Transit*. TCRP Synthesis 84: Current Practices in Greenhouse Gas Emissions Savings from Transit, page 34. Washington DC: Transportation Research Board, 2010.

⁷ Transportation Cooperative Research Program, *Traveler Response to Transportation System Changes*. TCRP Report 95, Transit Oriented Development, Chapter 17, page 17-9, Washington DC: Transportation Research Board, 2007.

⁸ See TOD Annual Report, June 2010.

- **247,543** square feet of retail, restaurant and office space have been included in completed TOD projects to contribute to placemaking by creating transit destinations, generating more pedestrian activity and introducing amenities for urban living.
- **\$318,778,391** of transit oriented development investment has been leveraged because of the public-private partnerships made possible by modest contributions of TOD program funding.

Program leverage

The TOD program makes modest public investments in order to stimulate large private investments in compact and mixed-use projects that otherwise would not be developed. TOD project funding generally falls in the range of \$200,000 to \$400,000 and represents 1% to 6% of total development cost. Developers and lenders report that having Metro's TOD program financially participate also increases lender and investor confidence in the project, which in turn helps in securing private financing, local tax abatements, and other public financing.

The twenty (20) TOD projects completed to date have leveraged more than \$300 million in direct project investment. As the vendors and craftspeople spend to purchase goods and services, the economic impacts multiply. On average, every \$1 invested in development generates more than \$2 in economic activity in this region.⁹

In this economic climate, more substantial public investment has been necessary to move projects forward. In response, the TOD program is partnering more often with other public and non-profit agencies. Local jurisdictions have contributed through limited property abatements, urban renewal funds, system-development charges adjustments, and in-kind contributions.

Program growth

Since the TOD Program's inception, the land area eligible for TOD Program investment has expanded from approximately 12 square miles to 93 square miles, a nearly eightfold increase, with the addition of urban centers, frequent bus corridors, and the steady expansion of the transit system. As a result, the demand and need for TOD incentives far exceeds the program's available resources.

As part of the TOD Strategic Plan, the Center for Transit Oriented Development (CTOD), a national leader in TOD best practices, is developing recommendations to address this significant need for program resources throughout the region in the most cost-effective manner. As part of their analysis of the program and its opportunities and constraints, CTOD has also identified activities for potential program growth based on case studies from other successful MPOs across the country. Recommendations include: increased funding for TOD projects, continuation and expansion of urban living infrastructure (ULI) investment, creation of a land acquisition fund, and additional station area/predevelopment planning.

⁹ Oregon Housing and Community Services. *Housing as an Economic Stimulus*, pages 5 and 6. Salem, Oregon: Oregon Housing and Community Services, 2008.



Date: Wednesday, November 10, 2010
To: TPAC
From: Gerry Uba, Planning & Development Department
Subject: 2045 Household and Employment Forecast Allocation update

What we are Doing

- To distribute 2045 household and employment forecast at the TAZ level by end of 2011
- Build on the regional analysis completed for community investment strategy
- Refine land use supply and reflect Metro Council policy and local policy directions, such as taking urban reserve and future urban reinvestment decisions into account.

Why we are doing it

- To provide information about the level of planning needed in the future
- New TAZ allocations are needed for:
 - Comprehensive plans updates / Periodic Review
 - TSP updates
 - Corridor planning and climate smart communities planning
 - MTIP project evaluation
 - Next RTP update

How we will do it

- Project kick off occurred on October 8, 2010 at the meeting of Planning Directors
- Local review of key inputs into Metroscope (October – December 2010)
 - Review and confirm that local zoning is appropriately represented in the updated standardized Regional Zone Class and Development Units Densities
 - Review maps of existing roadway network and its attributes and identify inconsistencies in the regional transportation network
 - Review existing TAZ boundaries and identify potential need for changes
- Coordinated local/County review of inputs and output (January – June 2011)
 - Refine regional vacant buildable land inventory and development capacity estimates by TAZ (dwelling units and jobs estimates) using locally generated inventories
 - Refine redevelopment and infill estimates (dwelling units and jobs estimates) by TAZ based on local knowledge
 - Refine current and anticipated urban renewal and other forms of urban reinvestments
 - Review and confirm estimates of the timing, quantity and density of UGB additions from urban reserves
 - *Base Year 2010 conditions*: Review employment (retail, service, other) and households (single family, multi family dwelling units) output
- Coordinated local/County review of outputs (July – December 2011)

- *Mid-term capacity (2015, 2020, 2025)*: Review employment (retail, service, other) and households (single family and multi-family dwelling units) output for mid-term years
 - *Long-term capacity(2030, 2035, 2040, 2045)*: Review employment (retail, service, other) and households (by single family, multi-family dwelling units) output for long- term years
- Process:
 - Work through planning directors and their designees
 - Use County coordination assistance
 - Work directly with local governments staff

Materials following this page were distributed at the meeting.

Updated 2014-2015 Draft STIP scoping and project selection process timeline

October 2010

- Region proposes draft 100% list to TPAC – October 29
- Final *Draft* project selection occurs

November 2010

- Region proposes draft 100% list to JPACT – November 4
- Region proposes draft 100% list to NWACTION – November 4
- Region proposes draft 100% list to other stakeholders
- Draft 100% list approval at TPAC – November

December 2010

- Draft 100% list approval at JPACT – December
- Region 1 to complete the Draft STIP project and programming information

January - February 2011

- Region 1 to review final Draft STIP with stakeholders

March 2011

- Draft STIP provided to Oregon Transportation Commission (OTC)
- Draft STIP provided to local stakeholders for review

April - May 2011

- Public meetings for the Draft STIP

June 2011

- Public comments reviewed by OTC and local stakeholders

July 2011

- If needed, adjustments to the draft STIP will be completed based on OTC direction and funding allocations

August – November 2011

- Air Quality conformity determinations and modeling

December 2011

- MTIP information for draft STIP to be finalized

January 2012

- Final STIP review with local stakeholders

February 2012

- Approval of the 2012-2015 STIP by the OTC
- Submit STIP and MTIP to Federal Highways

March 2012

- Federal approval of the 2012-2015 STIP

23-33% of Portland area residents of transit-oriented developments use transit as their principle commute mode.

Travel and Transit Use at Portland Area Transit-Oriented Developments, Portland State University Center for Urban Studies, Jennifer Dill, PhD., 2006.

50% fewer car trips from housing developments located near transit than conventional housing.

Transit Cooperative Research Program, 2007.

0.73 average number of parked vehicles per households located near transit – half of standard parking rates for non-transit oriented housing.

Portland State University ITE Student Chapter, 2007.

10-20% typical increase in value of properties with proximity to transit stations.

Financing Transit Systems through Value Capture," Jeffery J. Smith and Thomas A. Gihring, 2003.



www.oregonmetro.gov

Metro's role – breaking down market barriers, fostering public-private partnerships

Given the complexity and cost of compact mixed-use development, planning and zoning alone cannot stimulate the private investments needed to build dynamic communities near transit. To help overcome market barriers, Metro offers incentives through the TOD program that foster the public-private partnerships needed to support transit-oriented development. Metro's innovative program helps offset the private sector costs of high quality dense and vertical mixed-use development by purchasing transit-oriented development easements from developers and, in some cases, acquiring and selling land near transit at a reduced cost. These easements and land sales carry with them conditional use requirements such as minimum densities and/or building heights, mixed land uses, pedestrian friendly design and amenities, and reduced parking ratios.

A recent study found that at least a quarter of all housing demand in the next 20 years – some 14.6 million households – will be for homes and apartments within half a mile of rail transit stations.



The region has many historic examples of transit-oriented development including: inter-urban rail downtowns in Oregon City, Gresham and Hillsboro and streetcar neighborhoods in the Belmont-Hawthorne District and the suburbs of Sellwood/Westmoreland.

Transit-oriented development plays a key role in implementing the region's long-range plan, the 2040 Growth Concept, which calls for a significant amount of the region's growth to be concentrated in medium- to high-density mixed use, walkable urban centers and corridors linked by high quality transit service.

Program goals

- Create new market comparables for higher density buildings near transit and urban centers.
- Cultivate developers with expertise in higher density, mixed-use buildings in suburban settings.
- Increase acceptance of urban style buildings through high quality design.
- Carry out placemaking and contribute to local identity.

Does your project qualify for TOD incentives?

To be considered for Metro's TOD program, a project must be physically or functionally related to a mass transit station. According to the Federal Transit Administration, functional relationships are within a radius of approximately 1,500 feet, the distance most people can reasonably be expected to walk to a station. In addition, the program has established the following selection criteria for evaluating potential projects (additional criteria apply when evaluating projects along frequent bus service routes):

- Potential to create or strengthen a physical or functional connection to the transit station.
- Extent to which the project causes construction of higher density housing, mixed-use projects and destination uses.
- Extent to which the project develops building types with the lowest reasonable parking ratios and highest reasonable floor area ratios.
- Extent to which the improvements increase transit use within station areas while decreasing reliance on personal automobiles.

For more information about the TOD program, please visit www.oregonmetro.gov/tod or call 503-797-1757.

600 NE Grand Ave. Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1795 fax

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives
Metro Council President – David Bragdon
Metro Councilors –
Rod Park, District 1
Carlotta Collette, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Robert Liberty, District 6
Auditor – Suzanne Flynn

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Transit-Oriented Development Program

Discover how Metro is helping spark vibrant downtowns and main streets through public-private partnerships, investments and incentives in transit-oriented development projects.

Why focus on projects near transit?

Rising energy prices. Road congestion. Climate change. Shrinking household sizes. Increasing demand for urban living. Interest in green building and walkable neighborhoods. It's no wonder that the Urban Land Institute's "Emerging Trends in Real Estate® 2009 – Best Bets" identifies transit-oriented development and a reorientation to mixed use and infill as two leading real estate trends. Homebuyers, renters and employers are increasingly drawn to areas with convenient access to transit and other urban amenities such as neighborhood shopping and services.

A recent study found that at least a quarter of all housing demand in the next 20 years – some 14.6 million households – will be for homes and apartments within half a mile of rail transit stations ("Hidden in Plain Sight: Capturing the Demand for Housing Near Transit, Reconnecting America's Center for Transit-Oriented Development," 2005). This high level of demand is reflected in the prevalence of higher rents and land values near transit across the country.

Transit-oriented projects

Metro's Transit-Oriented Development Program takes planning from the conceptual to the actual by investing in development projects in key locations throughout the region.



The Merrick

The Merrick is a six-story, mixed-use development located in the Lloyd Center/Rose Quarter area. In addition to 185 units of living space, there are 15,000 square feet of commercial space and 206 underground parking spaces. At 198 units per acre, it is the highest density project in the TOD program. Within walking distance of regional destinations, the Merrick also has direct access to three MAX lines and five frequent service bus lines. A Portland State University study of the Merrick residents' travel behavior found nearly half (47 percent) of all trips were made by transit, walking or biking, leaving only 53 percent travel by auto.



Nexus

Nexus is a mixed-use project consisting of 422 housing units, 7,100 square feet of retail and a 4,500 square-foot clubhouse, including a conference center, fitness center, theater and lounge. At 40.5 units per acre, it exhibits relatively high density compared to typical suburban apartments. Nexus creates an active and pedestrian-friendly streetscape that links the acclaimed Orenco Village on Cornell Road to the Orenco MAX Station. Nearly half the units offer two- and three-bedroom spaces, making Nexus a child-friendly development with children.



Russellville Commons

Russellville Commons has the largest number of housing units in a transit-oriented development built by a single developer in the Portland metropolitan area. It was also the first higher density housing in the Gateway Regional Center with a total of 576 units developed in three phases. Phases one and two consist of 283 market rate apartments, 154 senior units, and 6,600 square feet of retail space. Phase three includes 139 senior units and 13,600 square feet of office and retail space. The entire development is organized along a greenway that connects to the East 102nd Avenue MAX station.



Pacific University

In 2005, Pacific University expanded its 55-acre campus into the neighboring city of Hillsboro within the Hillsboro regional center. The new Hillsboro campus houses Pacific University's College of Health Professions and College of Optometry. Located on the Westside MAX line, it is adjacent to the Tuality Healthcare Hillsboro Campus. The project includes 104,000 square feet of space in a five-story building including ground floor retail that is open to the public.



North Main Village

North Main Village is considered the cornerstone of Milwaukie's downtown revitalization effort. For years, a vacated Safeway store inhabited the 2-acre site but has now been replaced with an architecturally diverse mixed-use project providing 97 housing units and 8,000 square feet of live/work and retail space. Innovative design features include the courtyard's rain garden that channels and filters stormwater and runoff into a central plaza.



The Rocket

The mixed-use Burnside Rocket is located at Burnside and Northeast 11th Avenue in Portland. Formerly a vacant lot, the 3,800 square-foot site is adjacent to three frequent service bus lines. The four-story building includes 16,500 square feet of commercial and office space with outdoor terraces on each level. Building uses include a ground-floor pub, two floors of creative office space, a top floor restaurant and a rooftop garden.

1239 NE Martin Luther King Jr. Blvd., Portland

6 stories
185 apartments
15,000 square feet of retail
206 structured parking spaces

Completion
2005

Project size
0.9 acres

Total project costs
\$24 million

TOD program funding
\$200,000

1299 Orenco Station Parkway, Hillsboro

422 market rate apartments
7,100 square feet of retail

Completion
2008

Project size
10.4 acres

Total project costs
\$50 million

TOD program funding
\$300,000

East 102nd Avenue Station, Portland

576 apartments
Phase one: 283 units
Phase two: 154 senior units and 6,600 square feet of retail
Phase three: 139 senior units and 13,600 square feet of commercial space

Completion
2002

Project size
10.1 acres

Total project costs
\$73 million

TOD program funding
\$500,000

222 SE 8th Ave., Portland

5-stories
Classrooms, health and physical therapy clinics
Ground floor retail

Completion
2007

Project size
0.88 acres

Total project costs
\$30 million

TOD program funding
\$200,000

10554 SE Main St., Milwaukie

64 apartments
33 condominiums, flats and townhomes
8,000 square feet of retail

Completion
2006

Project size
1.90 acres

Total project costs
\$14 million

TOD program funding
\$555,000

1111 E Burnside St., Portland

16,037 square feet of commercial space
Restaurants and creative office space

Completion
2007

Project size
0.09 acres

Total project costs
\$4.1 million

TOD program funding
\$275,000

2,091 housing units, 106,806 square feet of retail space and 140,737 square feet of office space added by transit-oriented development projects.

Source: Metro.

322 acres protected by TOD projects completed to date. Transit-oriented development projects occupy fewer acres than those in conventional developments.

543,000 additional transit trips per year as a result of projects built with TOD program funding.



www.oregonmetro.gov

Annual Report
July 2009 – June 2010

Transit-Oriented Development Program

The year in review

In a year when private development activity was at a virtual standstill, real estate values were falling and construction financing was unavailable, the Transit-Oriented Development Program continued to build and fund projects, providing a much needed stimulus to the regional economy. TOD projects completed or under construction in the fiscal year 2009-10 leveraged \$42 million in development investments in eight urban centers around the Portland metropolitan area.

The successful completion and opening of four new TOD projects over the past year has helped create more vibrant, walkable communities by adding 225 new residential units and 48,700 square feet of retail, restaurant and community space. Construction is currently underway on 48 apartments for income-restricted seniors and a new light rail station connecting a neighborhood to transit and other regional centers. Funding was approved for two new projects: dormitory housing for 900 students attending Portland State University and 90 workforce housing units in a mixed-use development on the edge of Northwest Portland's industrial area.

The TOD program continues to seek new development partners and work closely with developers of approved TOD projects that were impacted by the collapse of financial markets in 2008. Two projects were formally canceled after the developers withdrew. In this economic climate, substantial public or institutional investment has been essential to move projects forward. In response, the TOD program is partnering more often with other public and non-profit agencies to meet the financing needs for new projects.

A TOD program strategic plan is currently being prepared to guide the cost-effective allocation of limited TOD funding. Existing conditions and development economics are being evaluated to develop a system-wide TOD station and corridor typology. This will clarify the types of investments that can most effectively help realize each jurisdiction's local aspirations for these areas. It is anticipated the TOD strategic plan will be completed in fall 2010.

FY 2009-2010

Projects opened

3rd Central
Gresham

bside 6
Portland

Russellville Park
Portland

Town Center Station
Clackamas County

Land acquisitions

TriMet right of way
Gresham

Construction starts

The Knoll
Tigard

Northwest Civic
Drive MAX station
Gresham

3rd Central retail
Gresham

Projects approved

Pettygrove
Portland

College Station
Portland



Program accomplishments

Projects completed

2000

Buckman Terrace
Center Commons

2002

Russellville Park I and II
Villa Capri West

2004

Central Point

2005

The Merrick

2006

North Flint
North Main Village
The Crossings

2007

Nexus
Pacific University
The Beranger
The Rocket
The Watershed

2009

3rd Central
Broadway Vantage
bside 6
Patton Park
Russellville Park III

2010

Town Center Station

Results

543,000 trips

Transit-oriented development increases transit use by creating places for people to live and work within walking distance of high quality transit. Each year, over half a million more travel trips are made by transit, rather than by car, as a result of projects built with TOD program funding.

2,091 units

TOD projects increase housing choice and affordability by attracting compact residential development near transit and walkable urban centers. The 2,100 housing units constructed to date serve a diverse range of households: 531 units are restricted for households earning up to 60 percent of the area median family income; and 703 of the market rate units are affordable to households earning up to 80 percent of the area median family income.

247,543 square feet

Well-designed, mixed-use buildings with retail, restaurants and offices contribute to placemaking by generating more pedestrian activity, strengthening the customer base, and introducing amenities for urban living. Mixed-use TOD projects completed to date include 106,806 square feet of retail and 140,737 square feet of office space.

\$312,778,391 leveraged

Metro's TOD program stimulates private and public investment by helping to offset the higher costs of compact development. The 20 TOD projects completed to date have leveraged more than \$300 million in total development activity.



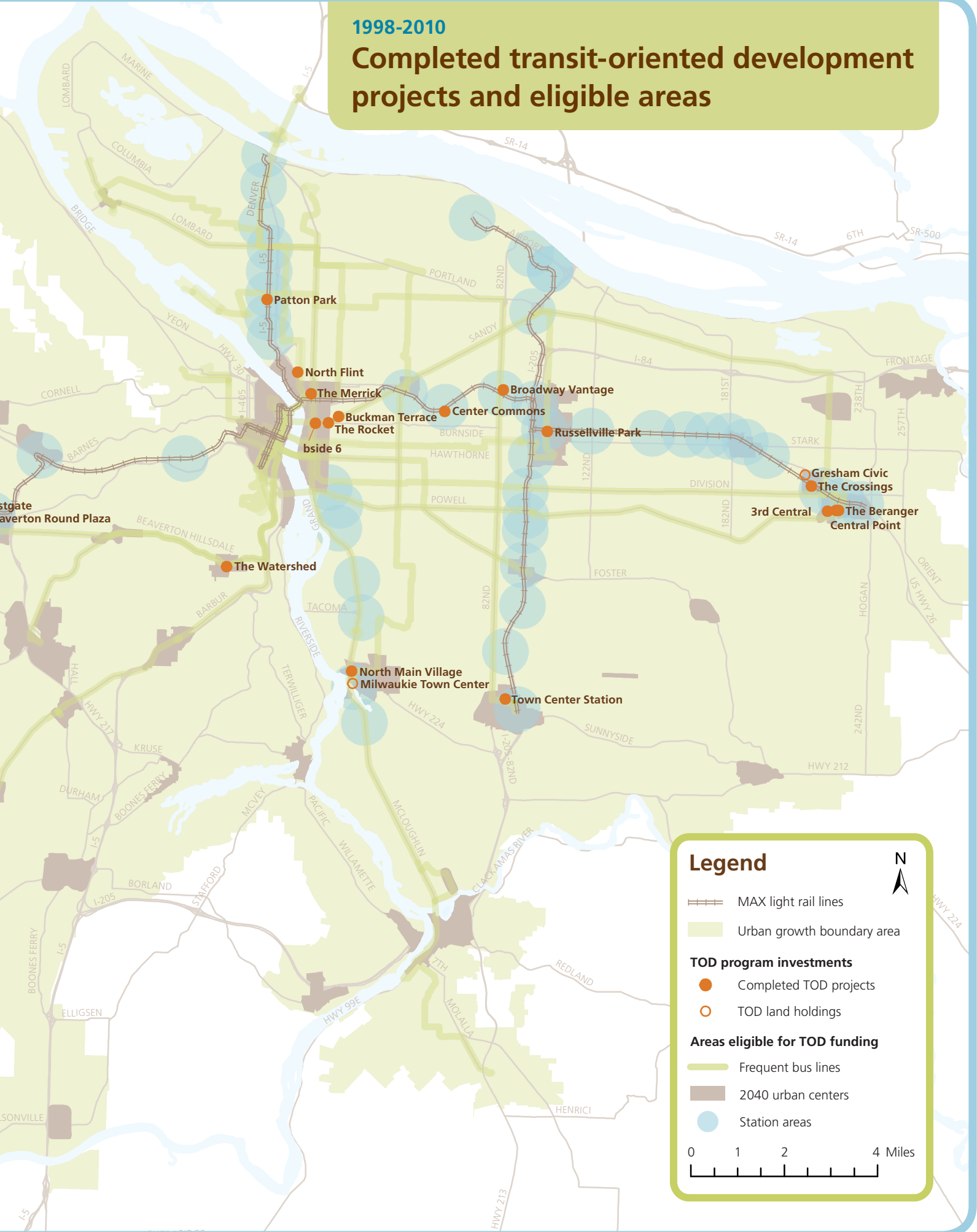
322 acres protected

TOD projects completed to date required a total of only 44 acres. If developed conventionally, they would have used 366 acres. Compact development helps preserve farms and forestland.



1998-2010

Completed transit-oriented development projects and eligible areas



stgate
averton Round Plaza

Patton Park

North Flint

The Merrick

Buckman Terrace

The Rocket

side 6

Center Commons

Russellville Park

Broadway Vantage

Gresham Civic

The Crossings

3rd Central

The Beranger

Central Point

The Watershed

North Main Village

Milwaukie Town Center

Town Center Station



Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

Metro Council President
David Bragdon

Metro Councilors
Rod Park, District 1
Carlotta Collette, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Robert Liberty, District 6

Auditor
Suzanne Flynn

For more information, call 503-797-1757 or visit www.oregonmetro.gov/tod



"I chose 3rd Central Apartments after living in a home with a yard for 30 years. The proximity of everything I need within walking distance of my front door makes this feel like a safe and livable neighborhood."

John Jones, resident
3rd Central Apartments, Gresham



"From when the Town Center Station project broke ground in the summer of 2009 to its completion, I estimate more than 300 subcontractors and suppliers were used, with 50 percent of those hired from the Portland area."

Curt Meili
Co-owner, Meili Construction Company



"Now is the time to be focusing on projects that capitalize on the transit investments we have all made as taxpayers. More than ever, we need innovative and cost effective space where businesses and people can thrive."

Corey V. Martin
Owner, PATH Architecture Inc.



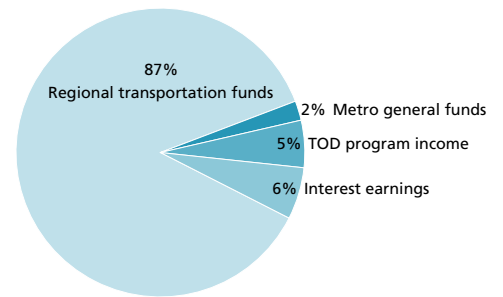
Recent research finds that in comparison to typical suburban development, compact suburban development reduces vehicle miles traveled by 20 percent and urban development reduces VMT by up to 60 percent. As the amount and quality of compact development increases, the reduction in VMT accelerates, resulting in a permanent reduction in greenhouse gas emissions.

Land Use and Driving: The role compact development can play in reducing greenhouse gas emissions
Urban Land Institute, 2010

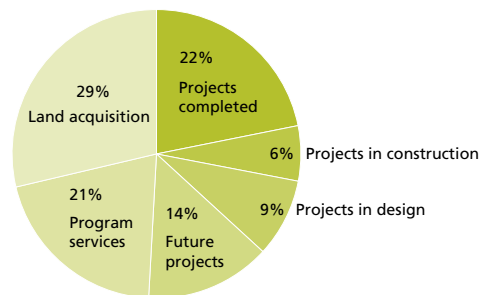
Program financing

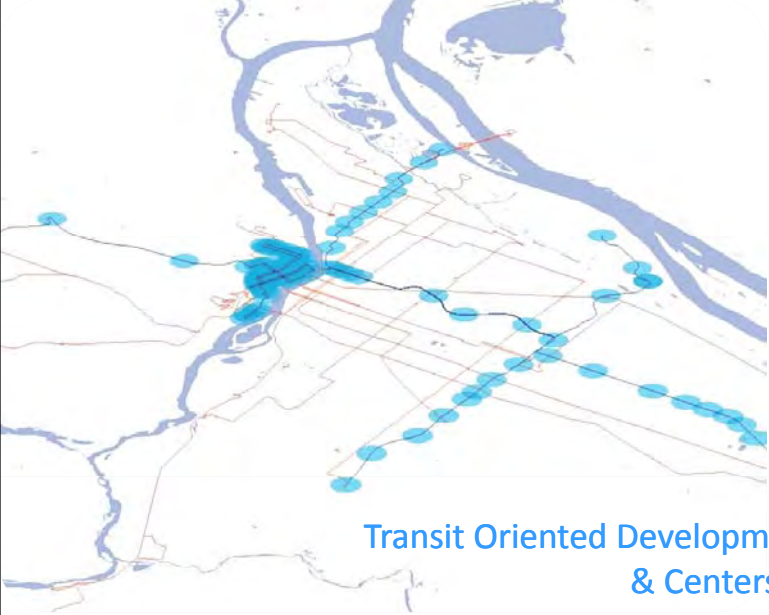
Over the twelve years since the TOD program's inception in 1998, program financing has totaled \$29.2 million cumulatively. Regional partners have allocated federal transportation funds to support the TOD program as part of the Metropolitan Transportation Improvement Program planning process. MTIP funds, currently \$2.9 million annually, are then exchanged to provide local funding for project investments and program operations. Historically, other funding sources have included direct federal transportation grants, income from property transactions, interest earnings and Metro general funds.

Sources of funds



Uses of funds






Transit Oriented Development (TOD)
& Centers Program

Presented by: Megan Gibb & Chris Yake

M E T R O P L A N N I N G D E P A R T M E N T

The map displays a network of transit routes in red and orange lines across a geographic area. Numerous blue circular markers are placed along these routes, indicating designated Transit Oriented Development (TOD) centers. The map also shows major water bodies and a grid of streets.



TOD & Centers Implementation Program

- What we do
- What we have done
- Where we are headed

N N I N G D E P A R T M E N T

A photograph of a white light rail train with 'Hillsboro' written on its front, stopped at a station platform. The background shows modern multi-story buildings and a clear blue sky.



What We Do:
Making the land use-transportation connection



TOD & Centers Implementation Program

Metro's Development Center

Purpose:

“create public-private partnerships that produce TOD projects and vibrant, compact urban centers in order to increase travel by transit, walking and biking.”

TOD & Centers Implementation Program

Metro's Development Center

- Directly implementing 2040
- Investments in “bricks and mortar” projects tied to transportation outcomes (induced transit ridership)
- \$30 mill has leveraged > \$300 mill private investment
- > 500,000 induced annual transit trips

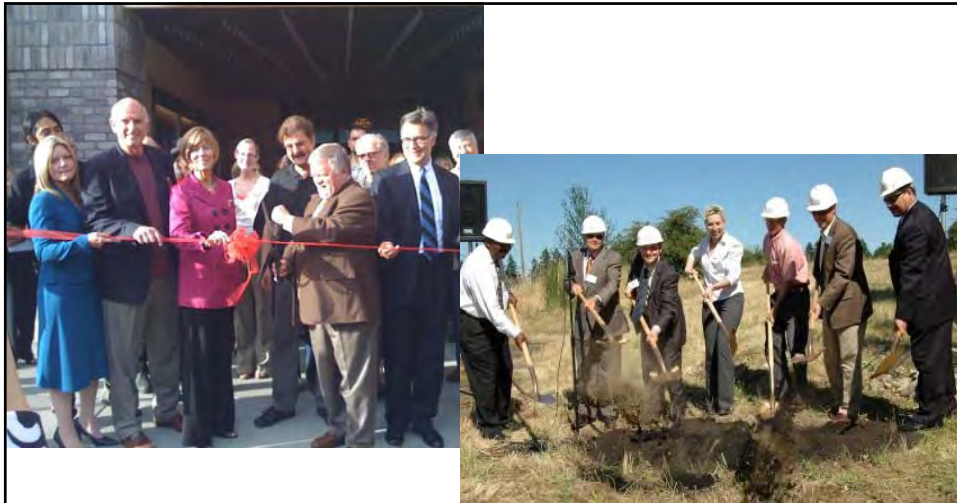
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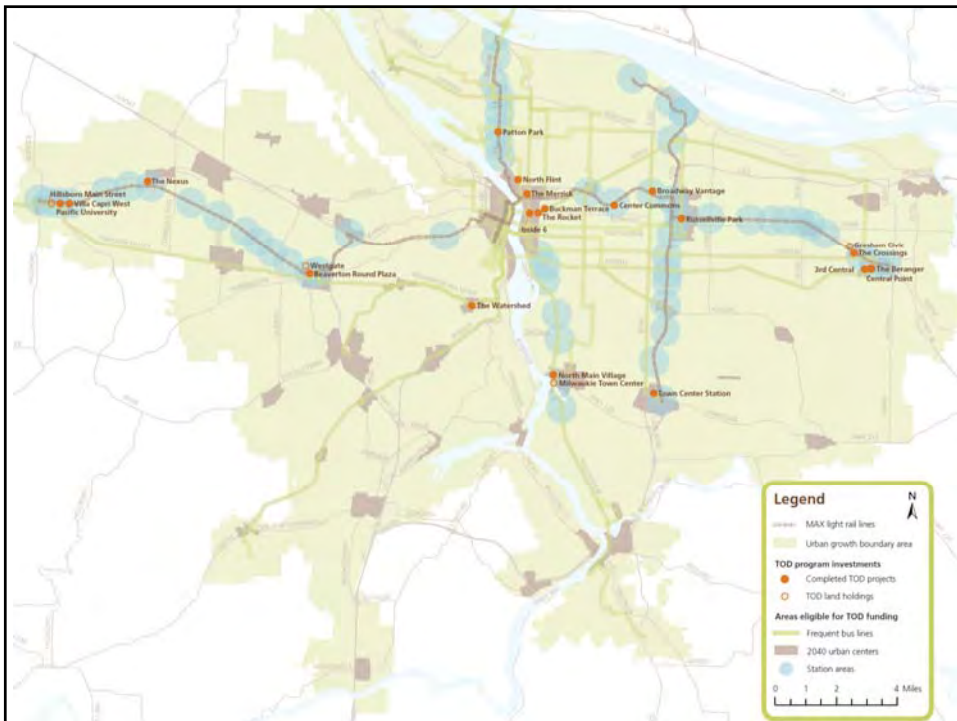
how the program works

- TOD Cost premiums include:
 - structured parking
 - elevator
 - separation of uses
 - complex fire systems
- Provide incentives to help make the development feasible
- Level of investment based on induced transit ridership





Program Results: what we have done

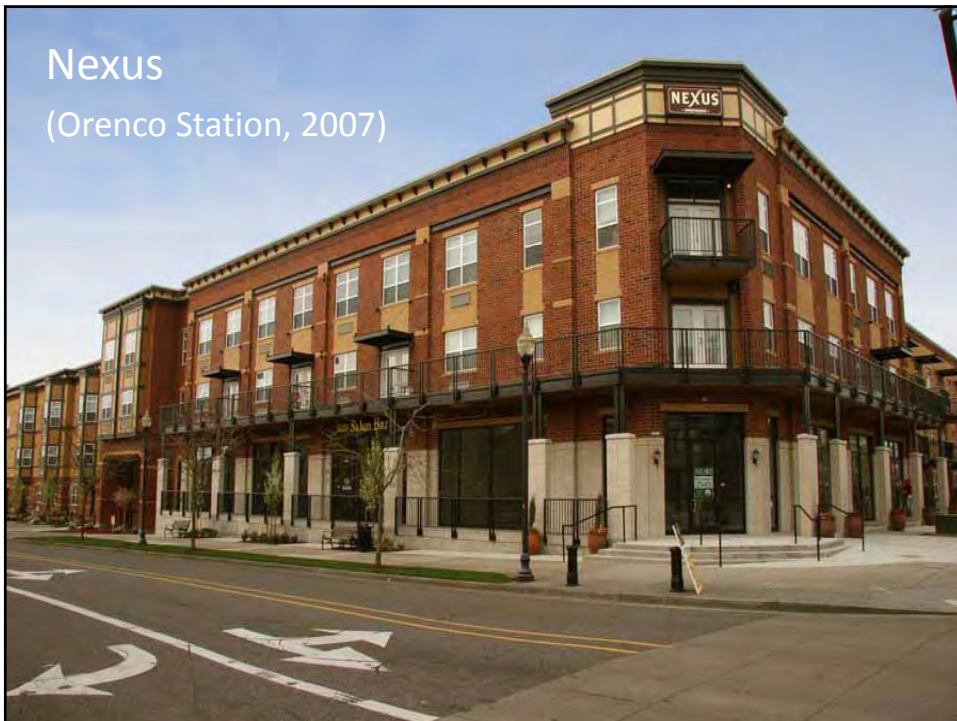




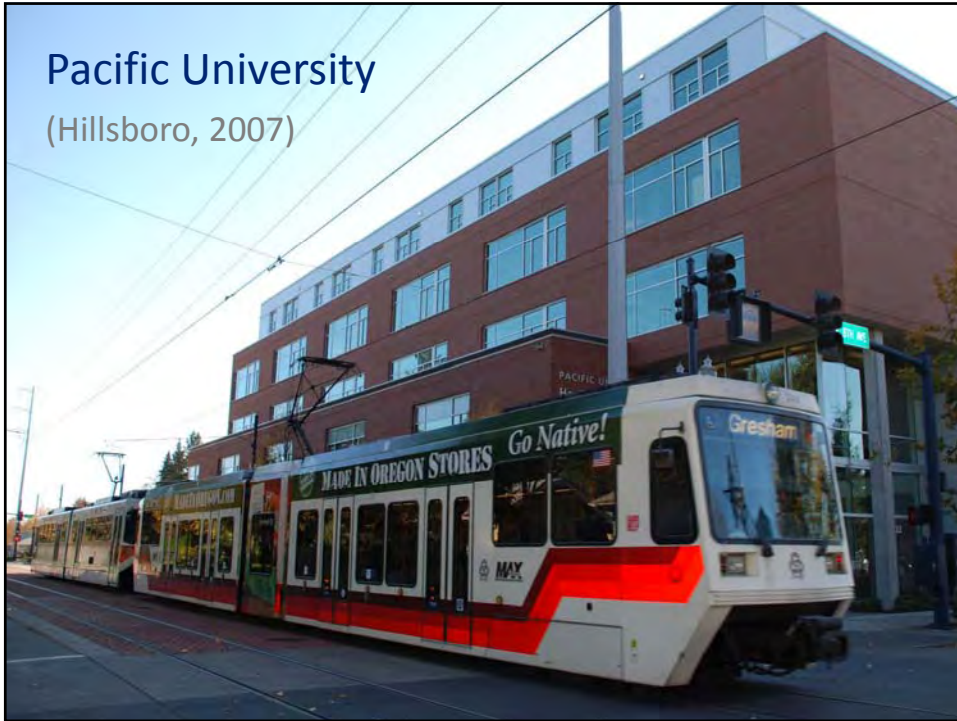
Recent Projects:
completed or under construction



The Crossings
(Gresham, 2006)



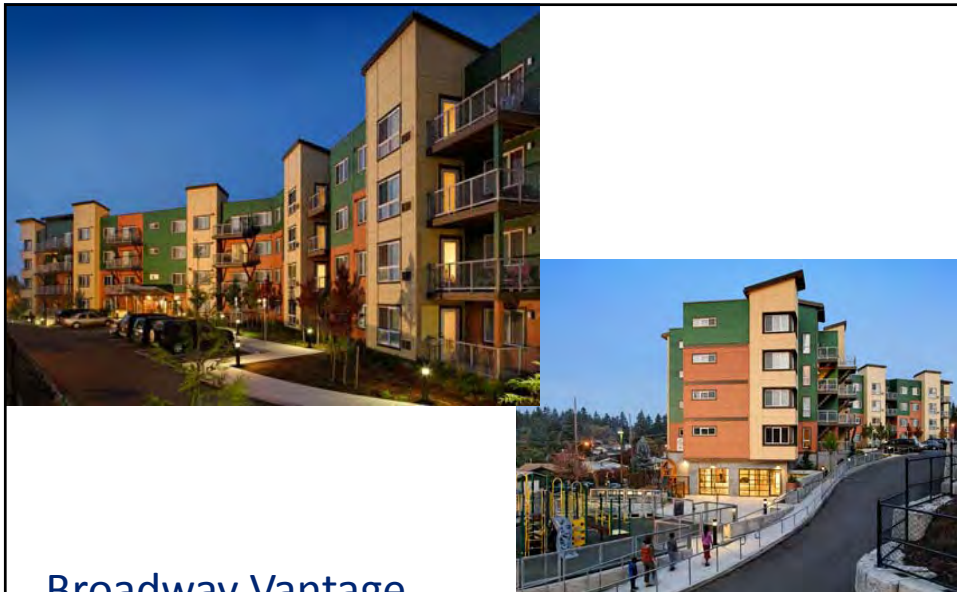
Pacific University
(Hillsboro, 2007)



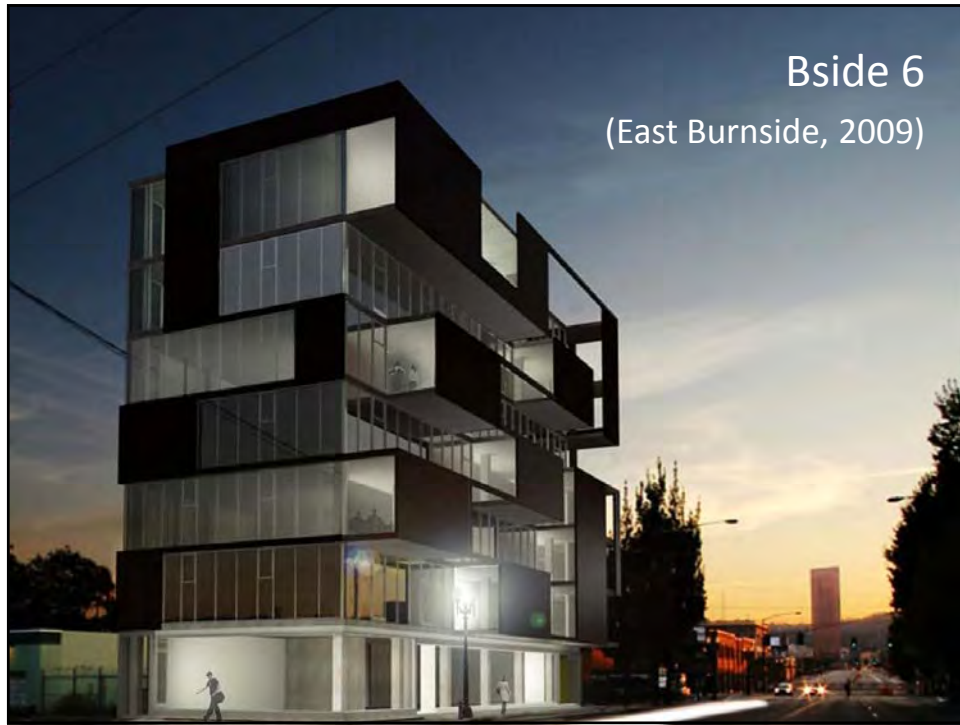
3rd Central
(Gresham, 2009)

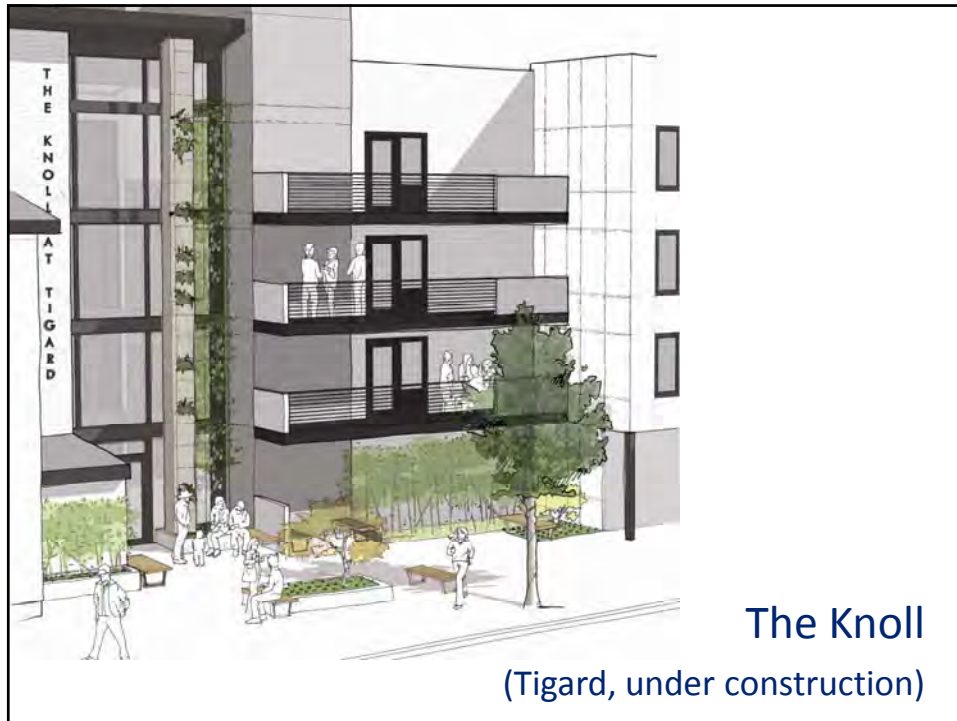


Patton Park
(North Portland, 2009)



Broadway Vantage
(NE Portland, 2009)





program results to date

2,091 housing units
nearly 1,000 affordable units
and more than 300 senior units


2088 National APA Award

543,000 Induced Transit Riders Per Year

Nearly 250,000 sq ft commercial

> 100,000 tons of GHG reduced

\$318 million in private investment



RTP performance targets

- Reduces VMT & delay
- Increases walking/biking
- Reduces h + t costs
- Increases access to daily needs for all residents
- Reduces emissions / exposure to air pollution

21



Strategic Plan: where we are headed

why a strategic plan?

- Expanding system = expanding eligibility
- Differentiate areas by measuring TOD readiness
- Target TOD investments



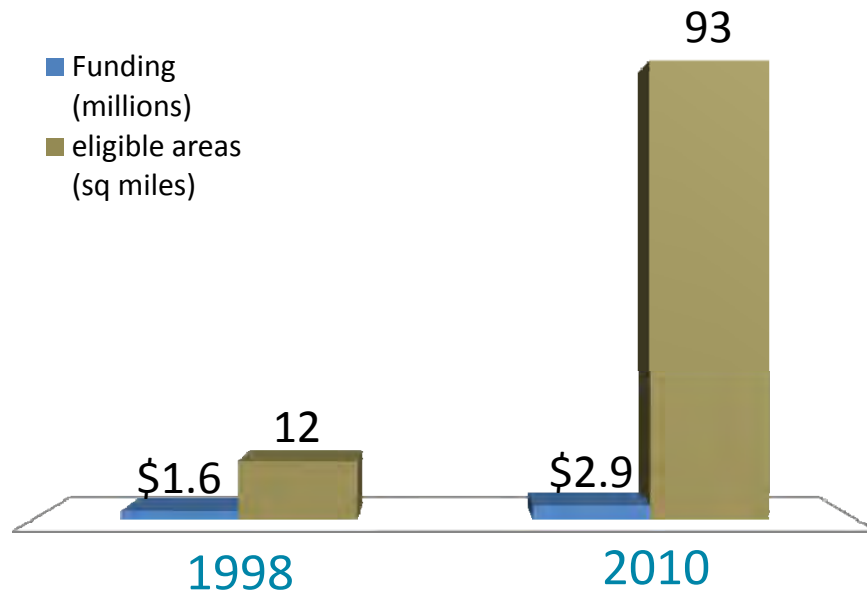
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TOD Program Funding & Eligible Areas

1998-2010

- Funding (millions)
- eligible areas (sq miles)

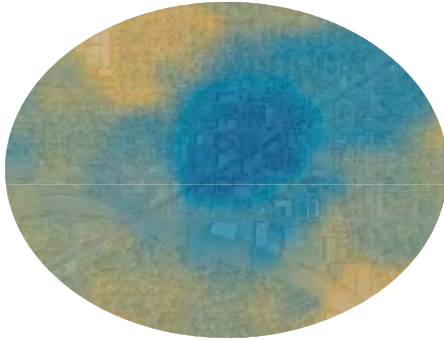


building a TOD typology

“TOD Score”
(Urban Form + Activity)



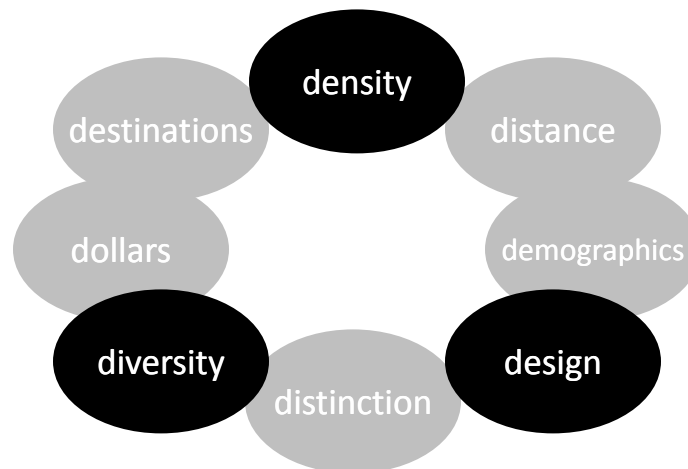
Market
Strength



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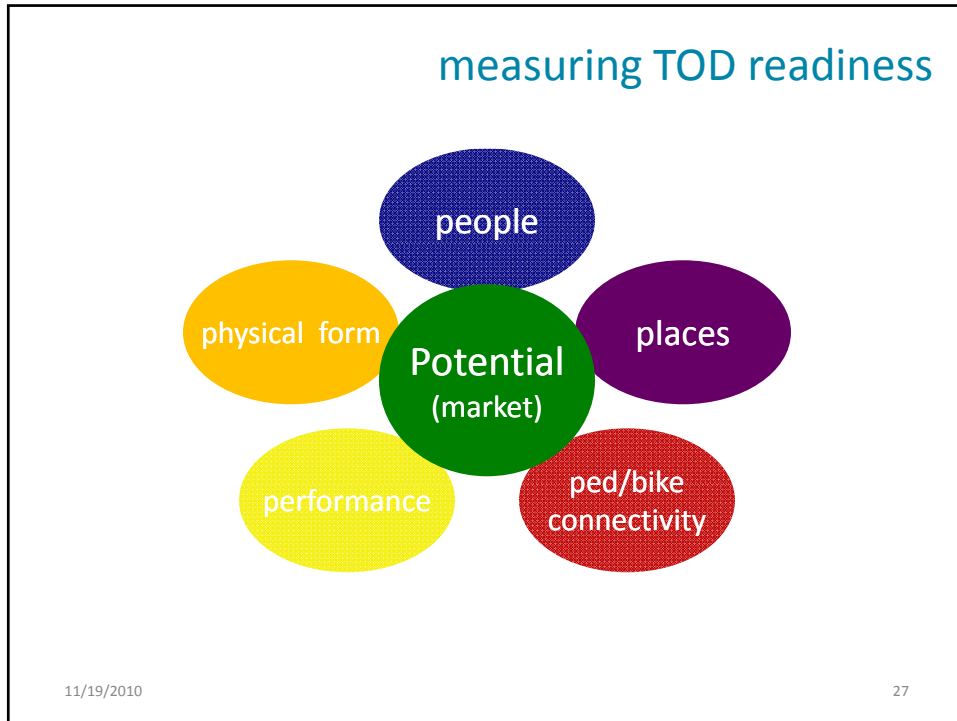
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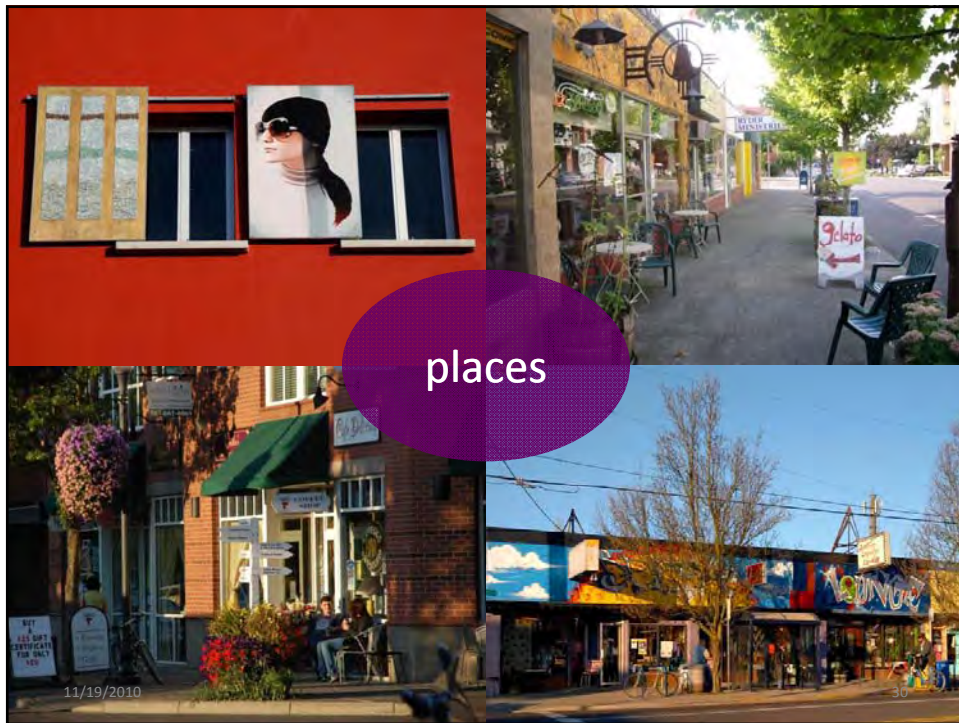
measuring TOD readiness



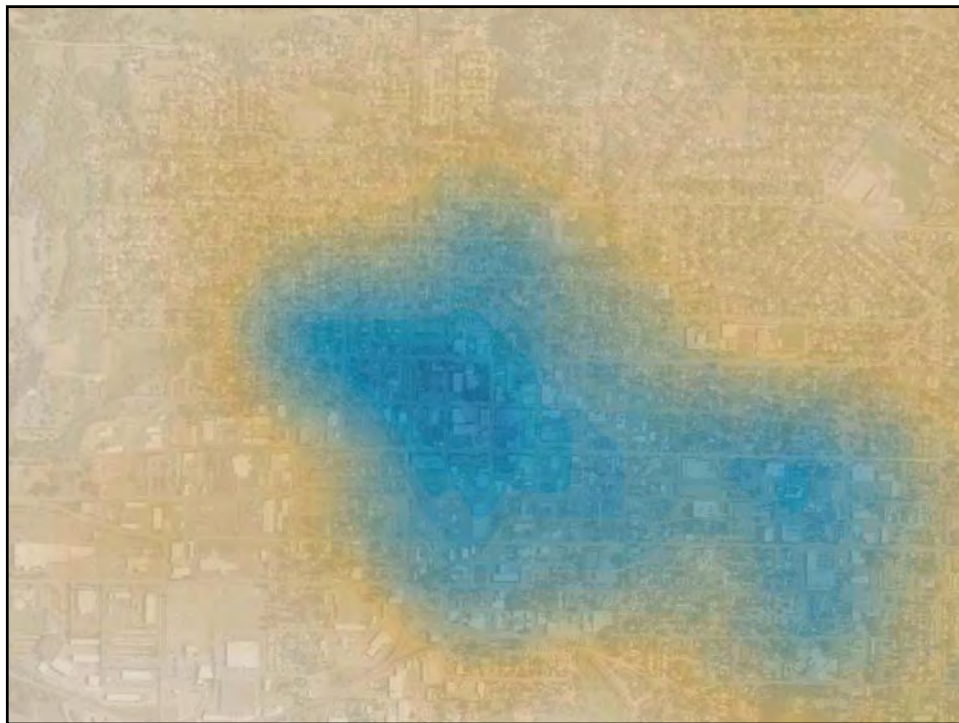
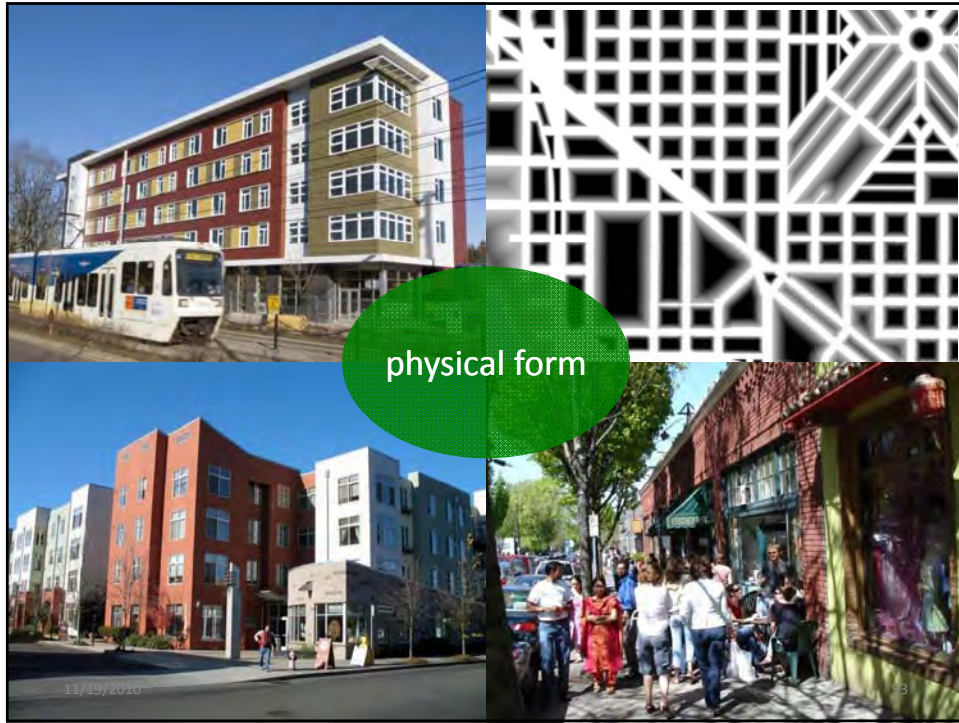
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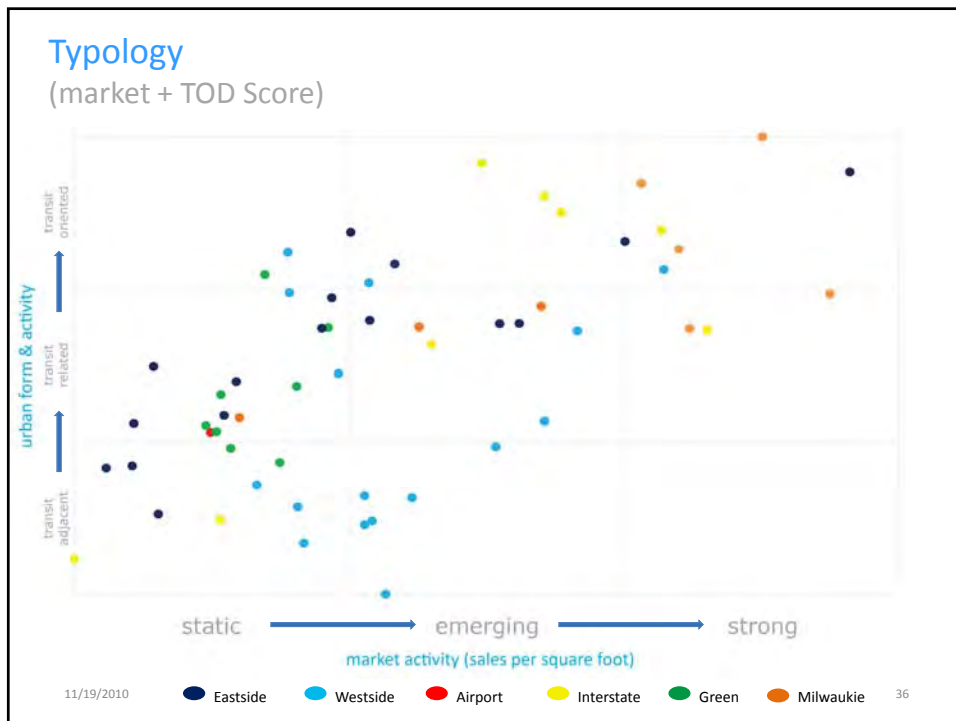
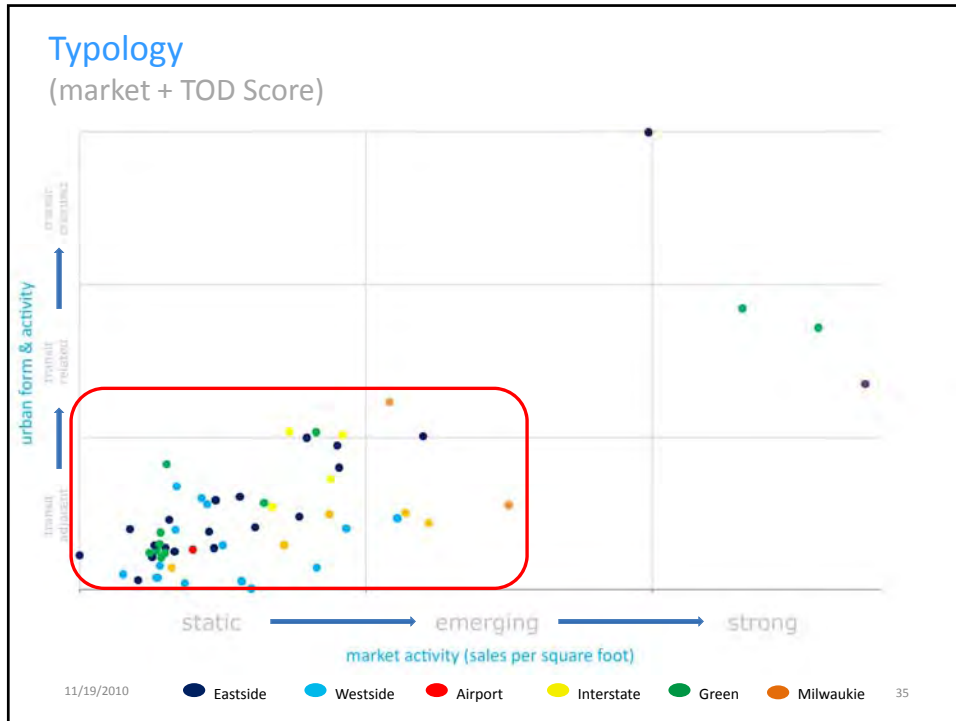
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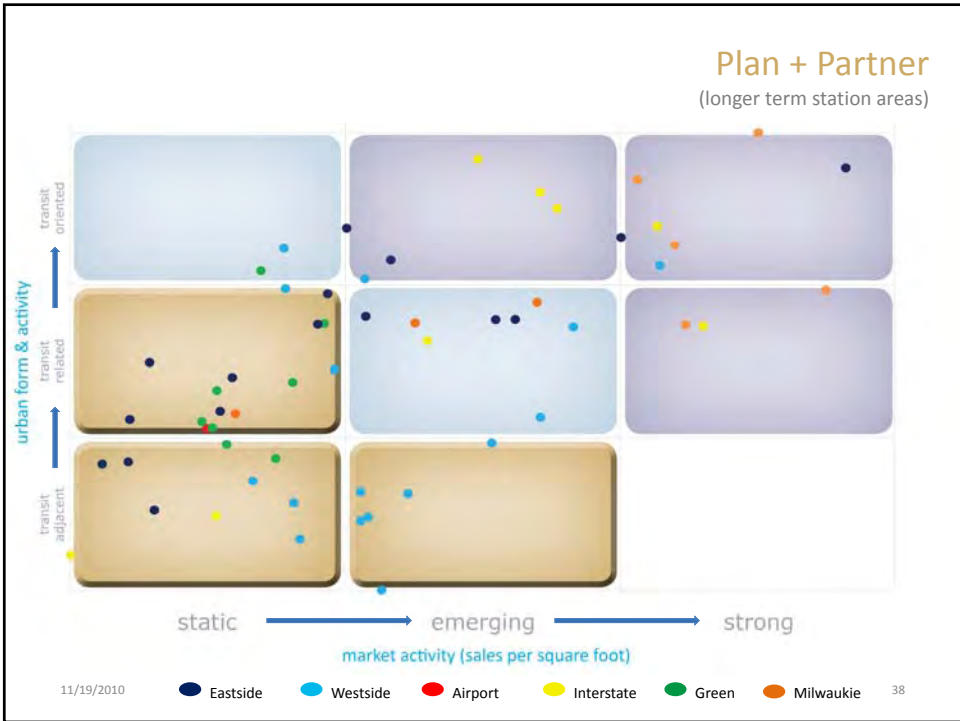
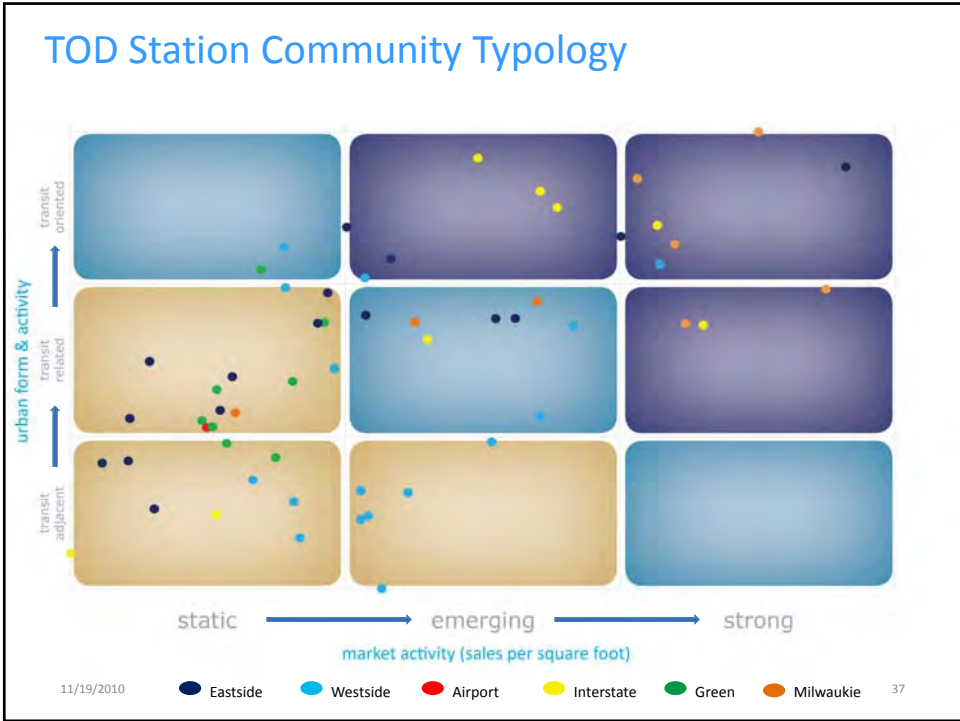


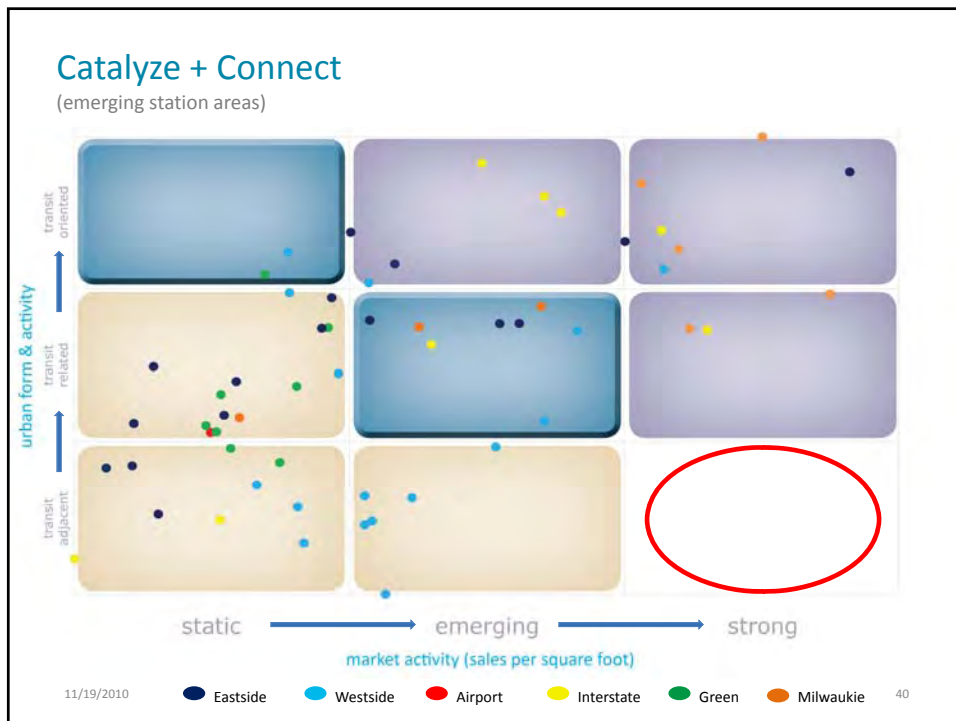
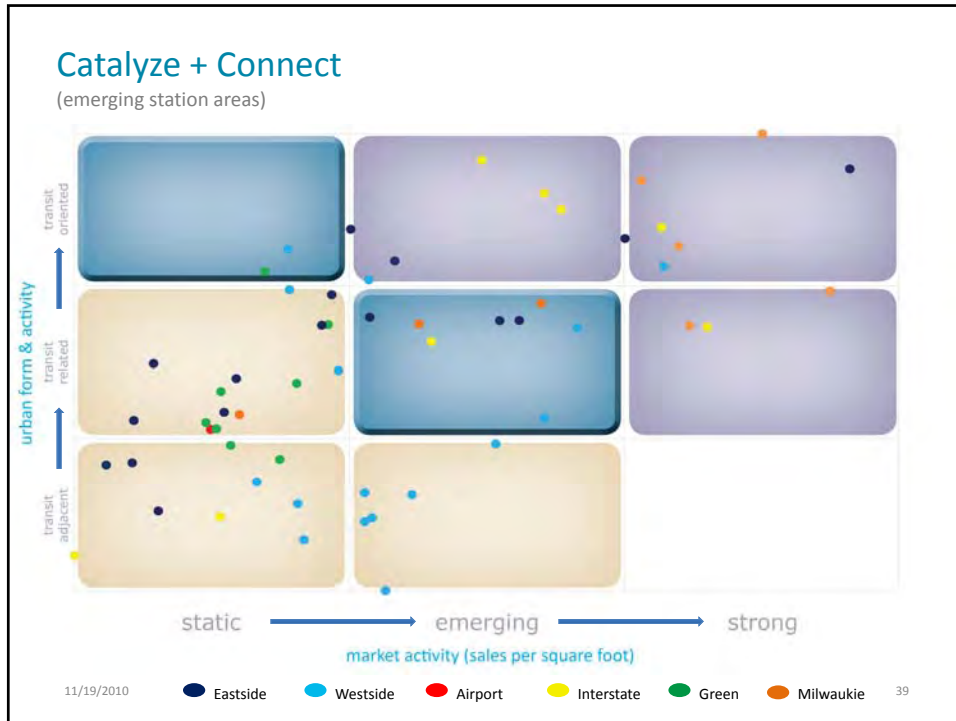


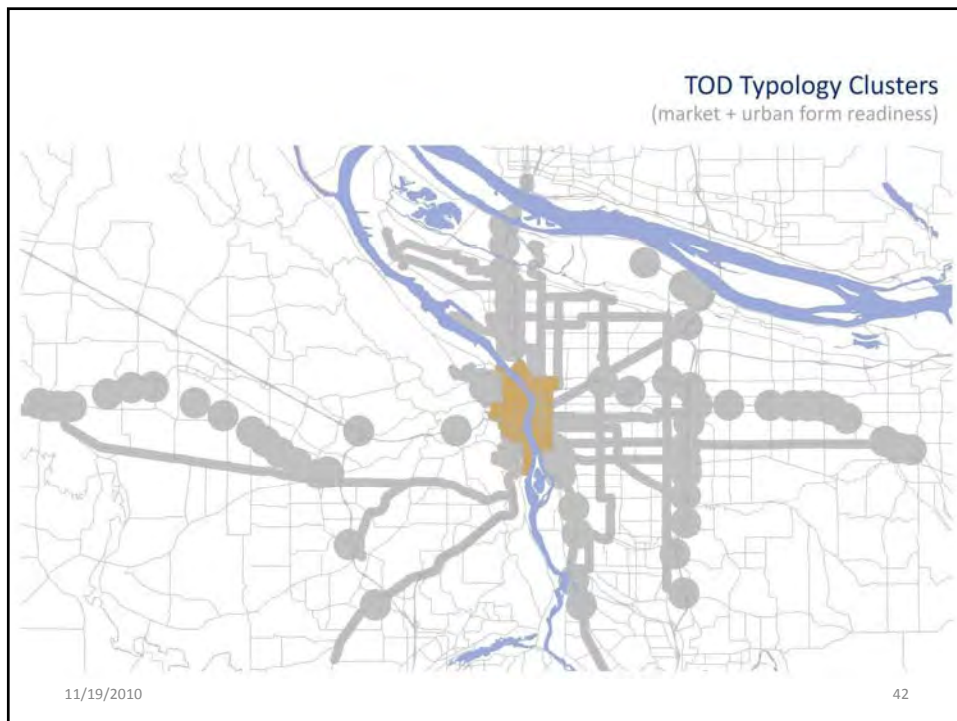
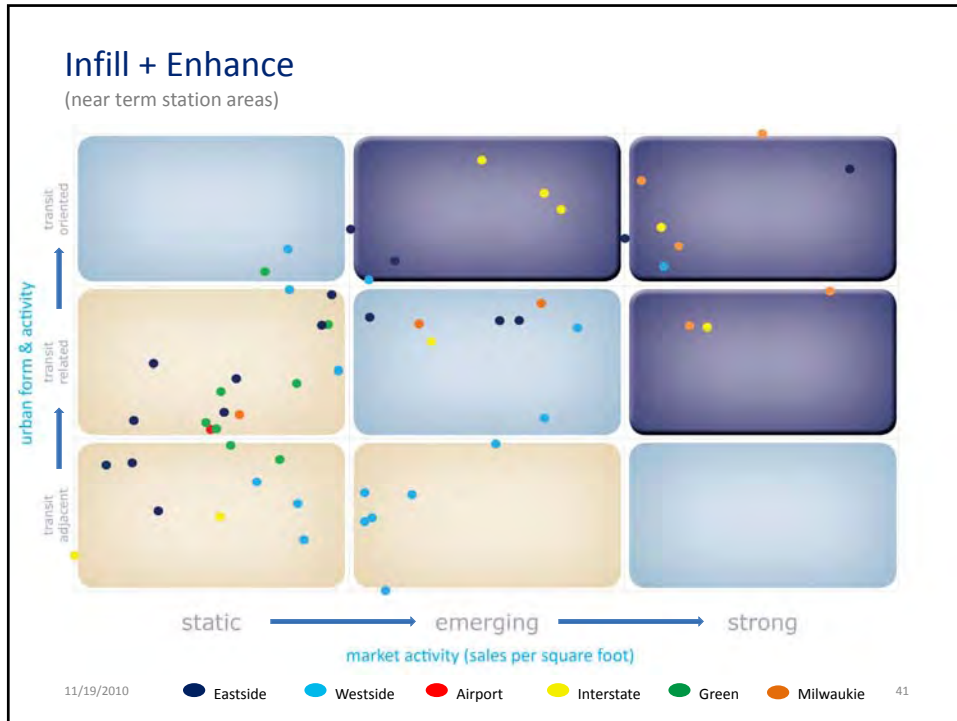


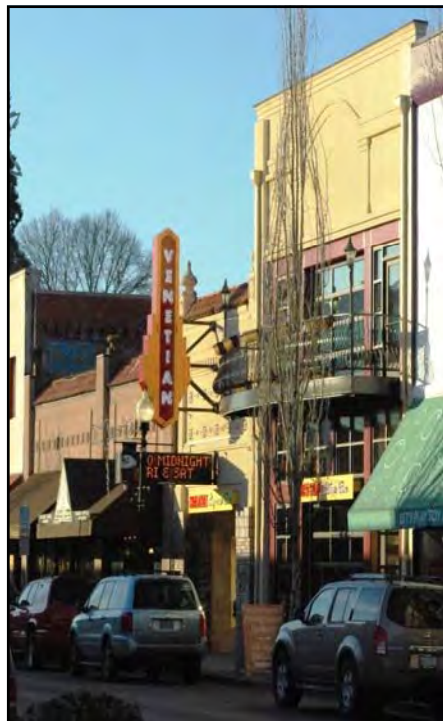
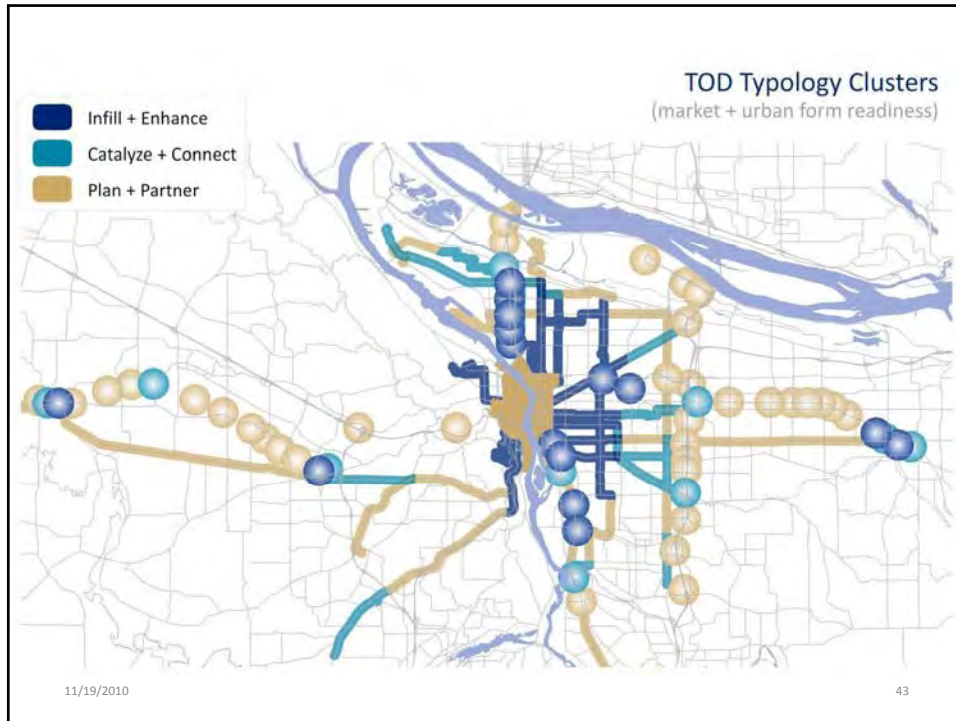






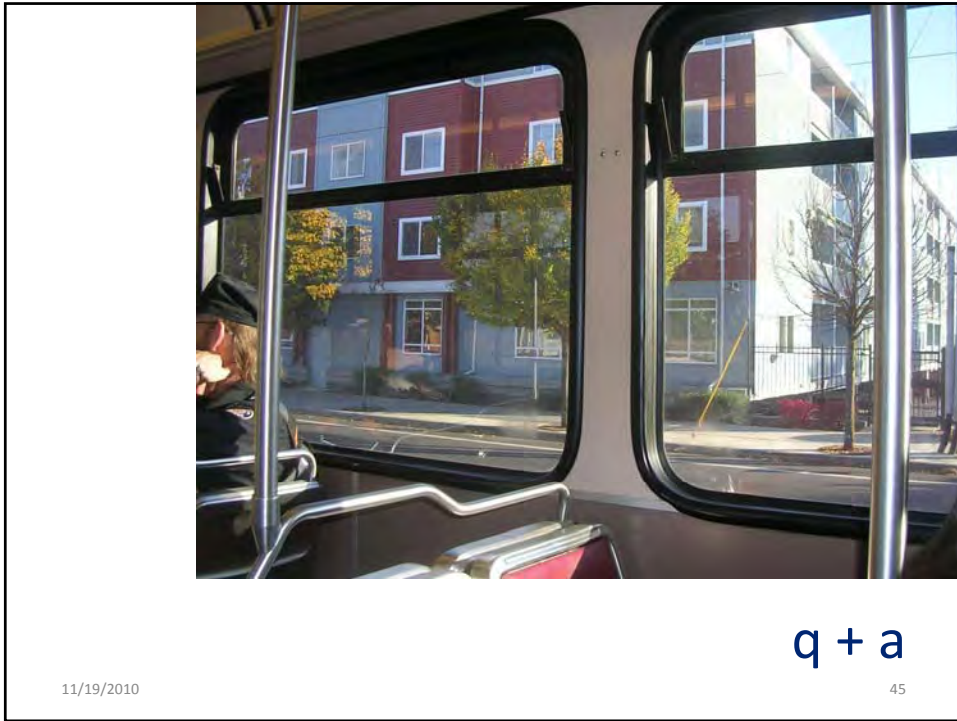






Recommendations

- Increased TOD project funding
- Expansion of urban living infrastructure
- Station area/ predevelopment planning
- Better leverage local funds with investments



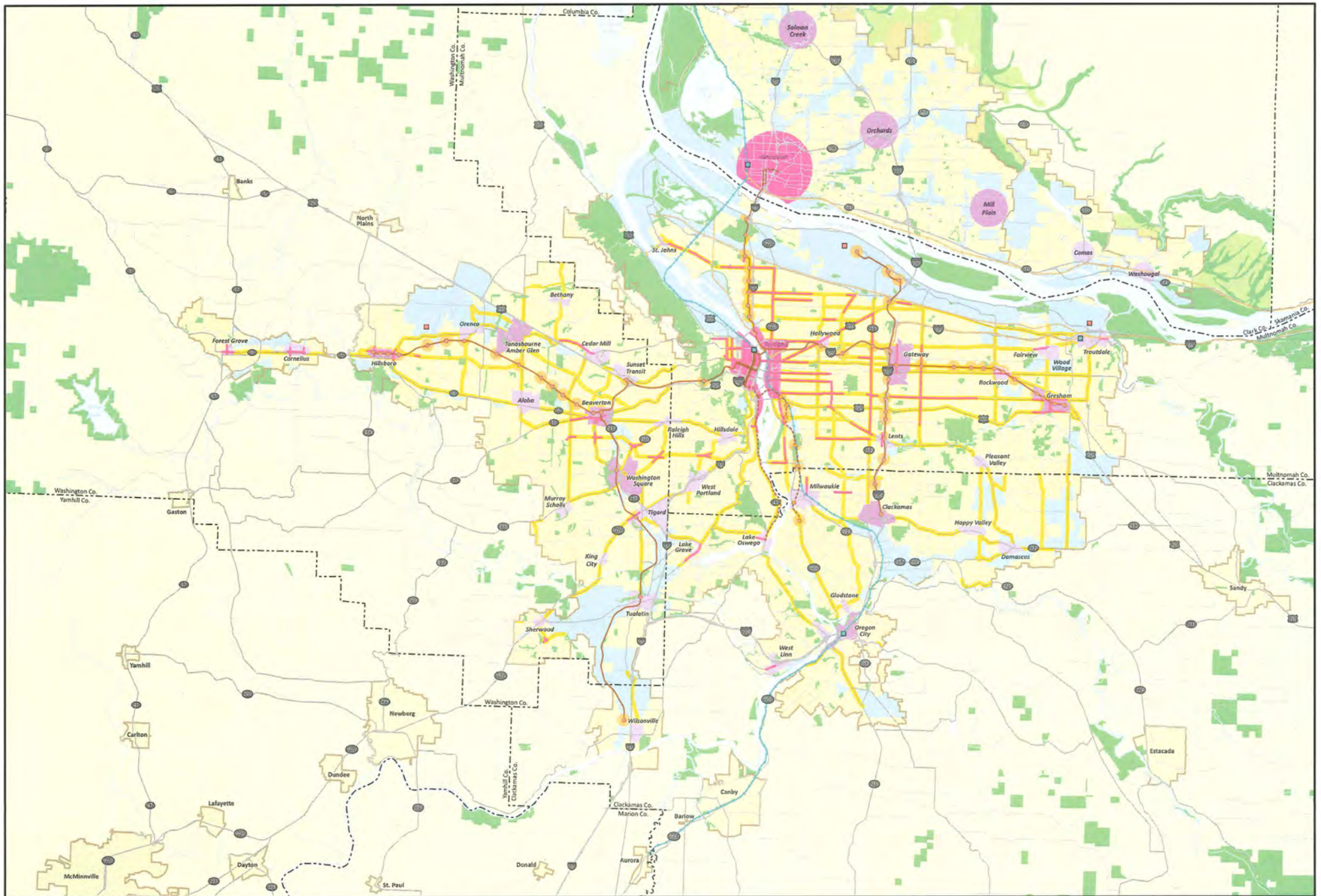
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Household and Employment Distribution: Key points for review (Updated October 27, 2010)

Key Inputs	Description	Available date	Comment date
Zoning (tri-county)	Confirm that local zoning is appropriately represented in the updated crosswalk between local zoning with Standardized Regional Zone Class and Development Units Densities.	October 2010	Nov. 24 th 2010
Vacant buildable land (Metro area)	Refine regional vacant land inventory and development capacity estimates using locally generated inventories. Metro staff will prepare a table of vacant buildable land and its development capacity at the TAZ level for review.	January 2011	February, 2011
Refill supply (Metro area)	Refine redevelopment and infill estimates by TAZ based on local knowledge. Metro will produce a table with quantities of refill land, zoning, and housing unit by TAZ and a similar table with acres of land for employment.	January 2011	February 2011
Urban reinvestment (Four-county area)	Update current Metroscope inputs regarding urban renewal and other forms of reinvestment and the representation of these investments in Metroscope terms (levels of subsidy, etc) based on any new long and short term commitments.	January 2011	February 2011
Prospective UGB additions of Urban Reserves (Metro area)	Review and confirm estimates of the timing, quantity and density of UGB additions from urban reserves. Based on the Council decision in December, Metro staff will prepare a table of development capacity for the quantity of and urban zoning for potential future UGB additions every five years through 2050 for review.	January 2011	February 2011
Development capacity outside Metro in Oregon	Staff from cities in Columbia, Marion and Yamhill county will be asked to refine current Metroscope land supply and capacity assumptions if any new estimates are available. County staff will be asked for the same for tri-county area outside the UGB.	January 2011	February 2011
Clark County	Clark County, Vancouver and RTC staff will coordinate with Metro staff on employment and household assumptions and future UGA expansions.	January 2011	February 2011
Transportation Network	Review and confirm existing roadway network used for the RTP adopted in June 2010.	October 2010	Nov. 24 th 2010
TAZ boundaries	Review existing TAZ boundaries and identify potential need for changes. Priority will be given to areas with future HCT planning or other regional transportation planning needs.	October 2010	Nov. 24, 2010



2040 Growth Concept Map

PRELIMINARY DRAFT
November 12, 2010



Overview: the Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in the Region 2040 planning and public involvement process in December 1995. This concept is intended to provide long-term management of the region.

The map highlights elements of these parallel efforts: the 2035 Regional Transportation Plan that outlines investments in multiple modes of transportation; recent

designation of urban and rural reserves that identify areas outside of the current urban growth boundary set aside to accommodate future population and employment growth; and commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas in the urban growth report.

For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>

- | | | | |
|---------------------|-----------------|--------------------------------|-------------------------|
| Central city | Employment land | Corridors | County boundaries |
| Regional center | Parks | Existing high capacity transit | Urban growth boundaries |
| Town center | Neighborhood | Planned high capacity transit | Neighbor cities |
| Station communities | | Mainline freight | Airports |
| Main streets | | High speed rail | Intercity rail terminal |

