

Transportation for Livable Communities: Evaluation and Recommendations

Partnership Technical Advisory Committee

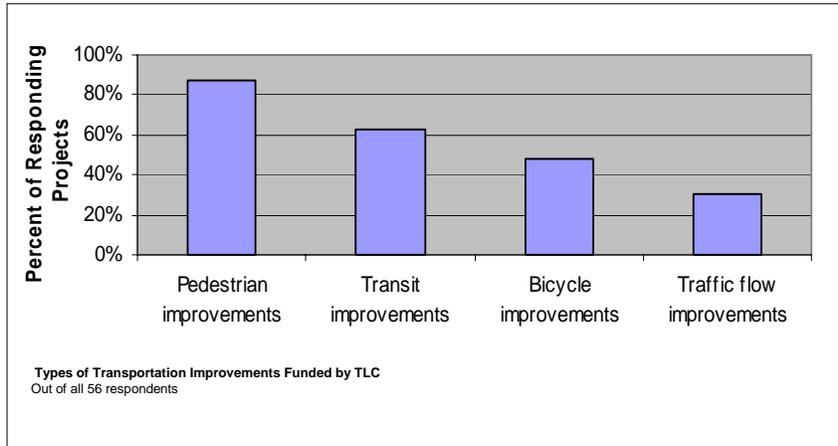
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Survey Response

	Survey Invitations	Response Rate
TLC Planning	65 projects	71%
TLC Capital	70 projects	81%
HIP	20 Cities	65%

TLC Capital Findings



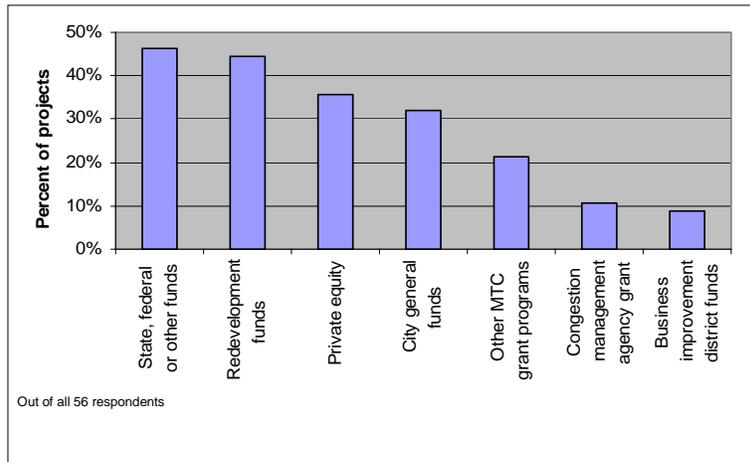
Meeting TLC Program Goals: Project Sponsor Ratings

One (Unsuccessful) to Five (Highly Successful)

Out of 41 responses

TLC Program Goal	Highly Successful (4-5)	Moderately Successful (3-3.5)	Unsuccessful (1-2.5)	Average Rating
Enhance communities' sense of place and quality of life	97.6%	0.0%	2.4%	4.7
Support projects that are developed through a collaborative and inclusive planning process	81.6%	18.4%	0.0%	4.4
Support well-designed, high-density housing and mixed use developments that are well served by transit, or will be in the future	70.3%	18.9%	10.8%	4.0
Support infill or transit-oriented development and neighborhood revitalization activities	69.2%	23.1%	7.7%	4.1
Improve a range of transportation choices	68.4%	18.4%	13.2%	3.9

Types of Funds Invested in TLC Project Areas



New Development in TLC Capital Project Areas

Out of all 56 respondents

Development Type	Project Type		Investment Source	
	New development	Rehabilitation	Private	Public
Housing	34%	13%	32%	4%
Retail	25%	21%	36%	0%
Office or other commercial development	16%	18%	30%	4%
Public facilities	5%	9%	4%	21%

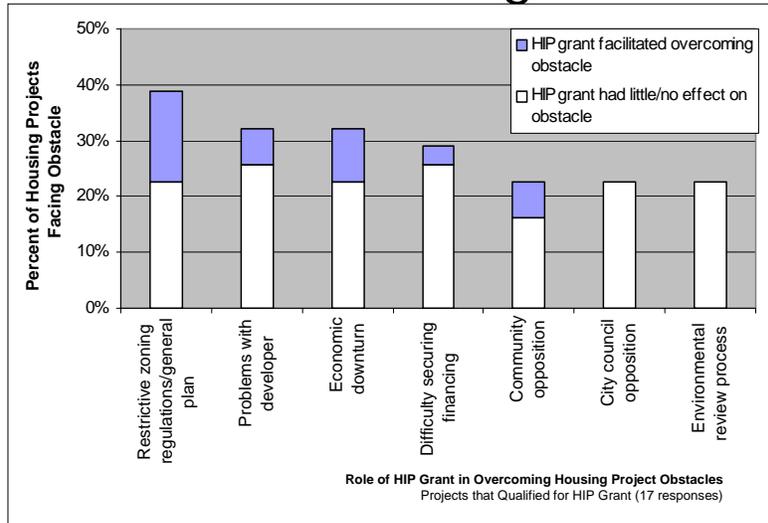
TLC Planning Findings

- The average TLC Planning grant is about \$40,000.
- 33% of responding jurisdictions have implemented some part of their TLC plans.
 - Only 9% of the plans have been fully implemented.
 - 20% of capital improvements implemented
 - 50%+ of policy changes implemented

HIP Findings

- 70% of HIP grants have been awarded through two funding cycles
 - \$40 million available
- 4,200 affordable rate bedrooms constructed
- 7,400 market rate bedrooms constructed
- Cycle Two average density 75 units/acre

HIP Findings



HIP Findings

- Grant affected half of the approved housing projects, not enough to change on the rest
- The most common obstacles that prevented projects from receiving permits according to MTC's timeline were:
 - problems with developers (50%),
 - difficulty securing adequate funding (21%),
 - economic downturn (21%).
- Program difficult to administer for grantees and MTC

TLC Program: Recommendations (1)

- Eliminate TLC Planning program and concentrate on Station Area Planning grant program
- Eliminate Housing Incentive Program, but use housing as key evaluation factor in TLC criteria

TLC Program: Recommendations (2)

- Grow TLC Program Funding
 - Also continue current program focused on streetside improvements
- Add new funding tools
 - Consultant under contract developing white paper
- Use some funds to directly support FOCUS Priority Development Areas

DRAFT: MTC Direct TOD Financing White Paper / Potential Approaches and Challenges

Approach	1. Capital Improvements Adjacent to TODs	2. Parking Structures	3. Direct Financing of TOD and Infill	4. Affordability and Accessibility Investments	5. Underwriting Perceived Risk
Description	Paying for off-site or adjacent capital improvements such as streetscapes, bicycle and pedestrian facilities, transit station access routes.	Financing for off-site parking garages that would allow for development to proceed with lower parking ratios elsewhere in the community or could provide replacement parking for parking lost through Joint Development	Financing for transportation-related portions of a development (e.g. parking podiums as part of a mixed-use development) or "TOD Easements"	Paying for the incremental costs of additional affordability or accessibility measures (e.g. units fully accessible for people with disabilities)	Underwriting the perceived "risk" for developers of providing lower parking ratios in specific projects, or in certain high density locations, providing no on-site parking.
Funding Approach	<ul style="list-style-type: none"> Grant to local jurisdiction (or developer) 	<ul style="list-style-type: none"> Grant (potentially loan) to local jurisdiction 	<ul style="list-style-type: none"> Grant (potentially loan) to jurisdiction or developer 	<ul style="list-style-type: none"> Grant to developer 	<ul style="list-style-type: none"> Loan and/or grant to developer
Case Study Examples	<ul style="list-style-type: none"> MTC TLC Program Met Council LCDA 	<ul style="list-style-type: none"> CA Redevelopment Agencies Met Council LCDA 	<ul style="list-style-type: none"> Portland METRO WMATA Transportation Infrastructure Fund Met Council LCDA 	<ul style="list-style-type: none"> No case study models 	<ul style="list-style-type: none"> Rainier Valley CDF
Potential Benefits	<ul style="list-style-type: none"> Similar to existing program 	<ul style="list-style-type: none"> Facilitates district-wide planning and implementation by creating shared pool of parking 	<ul style="list-style-type: none"> Facilitates development by reducing initial costs 	<ul style="list-style-type: none"> Increases production of affordable and accessible units. 	<ul style="list-style-type: none"> Potential to shift market by creating regional models
Potential Questions	<ul style="list-style-type: none"> Is this just expansion of TLC program? 	<ul style="list-style-type: none"> How do you ensure projects meet goals? 	<ul style="list-style-type: none"> How best to establish strict criteria? 	<ul style="list-style-type: none"> Better to pursue statewide approach? 	<ul style="list-style-type: none"> Analysis and dealmaking are costly
Required Scale of Program	<ul style="list-style-type: none"> Moderate: up to \$3 million per grant 	<ul style="list-style-type: none"> Large: \$5 million per grant 	<ul style="list-style-type: none"> Varies 	<ul style="list-style-type: none"> Varies; depends on scale of impact 	<ul style="list-style-type: none"> Initially large, self-sustaining: \$5-10 million per loan

Next Steps

- MTC Planning Committee Fri 3/14
 - Increased funding request for TLC program
- MTC Partnership TAC Mon 3/17
 - TLC Evaluation and Recommendations
- FOCUS Working Group Thurs 4/3
 - Review Full TLC Evaluation Report
- MTC Planning Committee Fri 4/11
 - Review Full TLC Evaluation Report
- Revise TLC Guidelines & Criteria
 - April through Summer 2008
 - Pending Commission direction on 4/11