Question 1. *On Task 1, there is a reference to Metro's prior work on TOD readiness of corridors and station areas. Can we get copies of any background reports or other documents that summarize this work to help prepare the proposal?*

There are no formal reports or documents that summarize this recent work by Metro TOD staff. A general description of our approach and methodology, however, is as follows:

The Portland region, subject to the same transit project funding and ROW acquisition realities as other jurisdictions, includes a number of transit stations with significant physical and psychological barriers to development. Given the cost and difficulty of moving alignments and stations during the later phases of project development, Metro's TOD Program is now engaged in future transit corridor planning by considering development potential far sooner in the process. With its experience in public-private partnerships and financially supporting high density mixed use projects in challenged station areas, the program has a vested interest in more development friendly corridors in the future. Using GIS spatial and market analysis, Program staff has developed innovative quantitative methodology for evaluating prospective transit corridors and station areas for TOD including (re)development and urban form/placemaking potential.

The evaluation of the development orientation of transit is based on four general categories – *density*, *diversity*, *design*, and *development readiness*. *Density* compares and indexes corridors (defined as the ½-mile buffers on either side of stations or alignments) based on existing household and employment data. The *Diversity* rankings are based on ratios of existing commercial and multifamily land uses as a percentage of the corridor square mileage. *Diversity* also calculates the relative densities of placemaking amenities such as restaurants, pubs, specialty grocers, coffee shops, and theaters. Rather than subjectively attempting to quantify the visual and psychological aspects of the pedestrian experience along corridors, *Design* focuses on the most significant urban design determinant of transit ridership, the underlying block pattern[1]. Indeed, block size and density dictate urban form and connectivity. Whereas a finer grain of blocks fosters more urban style development and provides greater connectivity, large blocks attract more suburban building types and offer fewer transportation routing options.

In addition to using the traditional three "D's" of TOD as a basis for our evaluation, our assessment incorporates *Development Readiness* as a key predictor of future TOD. This is supported by past market activity and first-hand experience in public-private development partnerships. For our purposes, *Development Readiness* is quantified as the density of potential redevelopment acreage within any given station area or corridor. Land is deemed ripe for redevelopment if the value of its improvements is less than half of the total value, its existing land uses exclude single family residences and open spaces, and the underlying assessed land value meets a minimum threshold on a per square foot basis. This latter criterion serves as a proxy for the achievable market rents in an area. Urban development is not likely to occur unless the achievable rents warrant the higher construction costs. In order to capture just how "ripe" a corridor is, the second indicator of *Development Readiness* calculates and indexes the land value ratio (land value/total value) of potential redevelopment acres. The higher the land value ratio, the greater the likelihood that the land will be redeveloped in the near term.

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[1] *Influence of Density, Diversity, and Design on Proportion of Commutes by Transit for Bay Area Station Area residents* (2000). In the San Francisco Bay Area, residents in neighborhoods with an average block size of 6 acres (e.g. 900' x 300') had a transit mode split of approximately 11 percent. Neighborhoods with blocks averaging 3 acres (e.g. 600' x 200') exhibited an impressive 48 percent mode split.

Question 2. *Also on Task 1, can you elaborate on what types of topics you expect to be covered under opportunities and constraints? Can you speak to the detail you expect in this report at the station level?*

Proposers are encouraged to define the key development opportunities and constraints in their proposed detailed scopes of work. Envisioned as a technical memo, this deliverable is not intended to be an exhaustive effort of all station areas. Rather, it should provide a general regional overview of TOD opportunities and constraints as well as more targeted observations regarding emerging station areas.

Question 3. *Task 2 calls for facilitation and knowledge of national best practices in TOD, including best practices from a physical perspective. Are there any area firms doing this type of work in the area?*

A number of planning, urban design and transportation firms in the Portland region provide services related to TOD. Metro encourages proposing firms to research this area as they deem necessary.

Question 4. *On Task 3, there are references to 'Urban Districts,' 'Station Neighborhoods,' 'Suburban Centers' and 'Main Streets.' Are these existing typology types for Portland? If so, are they expected to be part of the typologies developed under this study? Or, are completely new typologies to be developed? In other words, has there been any background work on typologies from which we should build?*

There are no existing station area typologies for the Portland region. The objective of this task is to define new typologies unique to, and reflective of, the region.

Question 5. *On Task 4, is there a document that summarizes the recently created models for evaluating station areas, corridors and centers? If so, can we get a copy? If not, can you describe them in more detail? Did Metro create the models or did a consultant, and if the latter, which firm?*

See answer to Question 1. Metro TOD staff created the methodology for evaluating station areas and corridors.

Question 6. *Per Task 5, are there any firms in the area that prepare induced ridership models?*

Not that we are aware of. The selected consultant team will work with staff to refine the current model's assumptions.

Question 7. *Can you elaborate on Task 5 with respect to the Steering Committee as far as what their current composition, roles and responsibilities entail? What was the impetus behind reviewing them as part of this study?*

The RFP answers these questions for the purposes of proposals. Metro will work with the selected consultant team in providing additional background information.

Question 8. *Regarding Task 6, are there any specific funding sources that have been considered that we should include for consideration? Are there other Metro funding programs we should be aware of than the neighborhood capital grants program? And finally, with respect to case studies – are there any regions/communities you definitely want profiled as well as any you definitely DO NOT want profiled?*

Yes, Metro TOD staff will share with the selected consultant team previous concepts for funding.
No, there are no other Metro funding programs that you need to be aware of at this time aside from the current funding source, the Metropolitan Transportation Improvement Program (MTIP).

No, there are no regions/communities that we want prematurely included or excluded.

Question 9. *Are there any market/economic consultants doing this type of work in the area?*

Yes, there are market/economic consultants in the Portland region that provide services related to TOD. Again, Metro encourages proposing firms to research this area as they deem necessary.

Question 10. *Is there a list of consultants who have been contacted or have expressed an interest in this project? Could we get a copy of this list?*

In addition to publication of the RFP in the DJC and on Metro's website, the RFP was sent to the following parties:

RFP 1544 TOD Strategic Plan

Plan Holders List

Basile Baumann & Prost	Annapolis, MD
Bay Area Economics	Emeryville, CA
CH2M Hill	Portland, OR
Crandall Arambula	Portland, OR
IBI Group	Portland, OR
Nelson Nygaard	Portland, OR
Nelson Nygaard	San Francisco, CA
Otak	Lake Oswego, OR
PB Placemaking	Portland, OR
Reconnecting America	Washington, DC
Strategic Economics	Berkeley, CA

Question 11. *Has a past consultant been asked to pursue this opportunity as well?*

No, there are no past consultants that have worked on TOD Strategic Plan efforts on behalf of the Metro TOD Program.

Question 12. *What entities are represented on the selection committee?*

Currently, the selection committee is entirely composed of Metro TOD staff. However, Metro reserves the right to revise the committee makeup as deemed necessary, including the use of outside organizations.