



**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

**STATE OF TEXAS
COUNTY OF TRAVIS**

**RESOLUTION CMTA-2013-68
Transit-Oriented Development (TOD) Policy**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to strengthen the financial health of the agency, increase ridership in target markets, strengthen community relationships, and play a key role in sustainable development: and

WHEREAS, the Capital Metropolitan Transportation Authority board of directors and Capital Metro management recognize the need to promote and implement transit oriented development in appropriate locations and on appropriate properties,

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the attached Transit Oriented Development Policy is adopted as of this date.

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: John Langmore, Vice Chair
SECONDER: David Siebold, Board Member
AYES: Chafetz, Silas, Langmore, Fernandez, Stafford, Siebold, Martinez,
 Riley



Secretary of the Board
Frank Fernandez

Date: August 26, 2013

Transit Oriented Development (TOD) POLICY

August 2013

2013 Strategic Plan Objectives:

2.1 Strengthen the Financial Health of the Agency

3.1 Increase Ridership in Target Markets

3.3 Strengthen Community Relationships

4.3 Play a Key Role in Sustainable Development

Goals

1. Increase transit ridership
2. Generate long-term revenue and optimize value of assets
3. Create & promote equitable mixed-use and mixed-income communities around transit
4. Respond to local community vision and values

Strategies for Capital Metro Property

1. Pursue creation of transit oriented developments on appropriate sites.
2. Build transit facilities to support transit-oriented development. Ensure safe multimodal connectivity with pedestrian and bicycle infrastructure.
3. Ensure that transit-oriented development opportunities are appropriately considered in all acquisitions of new properties, location of new transit facilities, and design of all transit facilities.

Strategies for Transit Station/Stop Areas

1. Establish and maintain partnerships for the development and promotion of plans and policies that encourage appropriate development in transit-rich areas.
2. Encourage transit-supportive development around MetroRail and MetroRapid Stations, and other selected transit facilities.
3. Encourage the creation of safe direct pedestrian and bicycle connections to stations and stops from proximate development.

Financial Strategies

1. The preferred method of solicitation of partners for transit-oriented development of agency-owned property is a competitive selection process, except in those unique cases where the Board of Directors determines that sole source negotiations would result in more favorable conditions for the agency.
2. Capital Metro has a long term perspective for investments. Although financial performance of alternative deal structures will be evaluated in each case, a long-term ground lease (or other structure that preserves control of land) is generally preferable and should be the default strategy for joint development projects. Alternative deal structures may be preferred if the result is greater financial returns to Capital Metro.
3. Where land sales are pursued as part of a development project, terms of the sale will ensure fulfillment of Capital Metro goals.
4. Because Capital Metro's transit-oriented development generates benefits and revenues for adjacent properties and relevant jurisdictions, opportunities (including partnerships with local jurisdictions) to capture some of that value for Capital Metro's use will be pursued.
5. Evaluation of proposals will include analyses of the following for each proposed project:
 - a. Expected ridership increases and consequent monetary value
 - b. Financial performance in terms of net present value, amount and timing of revenues, and any other relevant factors
 - c. Estimated value of other benefits, including community benefits, with special attention to priorities of the local community/neighborhood
 - d. Increased value of nearby properties and consequent property tax impacts
 - e. Increased sales tax generated by the proposed project, both directly and indirectly
 - f. Transit-supportive design— degree to which the project maximizes transit access and encourages transit use
 - g. Quality of design—proposed project should manifest the highest standards of good urban design and form.

Joint Development Project Selection Guidelines

1. All proposed projects must conform to Capital Metro's Transit Oriented Development Policy, adopted August 26, 2013.
2. Solicitations may take the form of Requests for Expressions of Interest, Requests for Prior Experience, Requests for Qualifications, or Requests for Proposals.
3. Capital Metro retains authority over its transit facilities and services.
4. Capital Metro retains the right of reasonable review and approval for all design and significant components of any project.
5. All projects must meet applicable laws and regulations. Additionally, FTA circulars and other significant guidance should be reviewed and respected in all projects.
6. Projects should be consistent with development guidelines as stated in the Transit Friendly Development Guide.
7. Projects must be consistent with existing and planned public transportation facilities.
8. Projects must be consistent with adopted regional and local community policies and plans.
9. Projects must demonstrate, at a minimum, fair market value for Capital Metro.
10. Selection of projects will be based on those that meet the above criteria and additionally demonstrate:
 - a. Demonstration of environmental sustainability, either through a rating system such as LEED-ND or complete documentation of such sustainability.
 - b. Responsiveness to social equity issues including community needs for affordable housing, good jobs, and/or access to education, health, care, and other services.
11. Projects are encouraged that a) do not require commitment of Capital Metro financial resources, b) minimize the agency's investment and other risks, and c) maximize asset security for Capital Metro
12. Projects are encouraged that obtain funding from other public agencies where needed to create greater economic benefit to Capital Metro.
13. Consistent with Capital Metro procurement policy, projects are encouraged to involve disadvantaged, minority- and women-owned business enterprises.
14. Projects with a residential component are encouraged to provide a range of housing types to meet the needs of a diversity of household income, sizes, and ages particularly if such diversity of housing is not currently provided within walking distance of the transit system.