



Meeting Minutes

August 9, 2016 (2:00PM – 5:00PM)
City of West Palm Beach

The Southeast Florida Transit Oriented Development (TOD) Working Group is an informal group of participants, from various agencies and organizations, whose purpose is to work together to foster the creation of TOD in Southeast Florida in a cooperative, collaborative, effective, and efficient manner.

Agenda Items

1. TOD Roundtable Updates

After brief introductions and announcements, participants shared individual updates on TOD-related efforts.

2. 'The Entrepreneur Rail Model' and Experiences in TOD Collaboration

Guest Presenter Professor Peter Newman presented findings from his research on private funding of transit improvements. He included information from other cities that could be applied to the South Florida region.

3. TOD Implementation Initiatives: Regional Compact

Following up on discussions about the 10 potential TOD initiatives during prior Working Group and Leadership Committee meetings, the group examined the *regional compact* initiative, considered the recommendations from the Leadership Committee, and discussed next steps.

4. TOD Leadership Committee Report: Workshops for Local Governments

Steve Mackey and Shane Laakso presented progress on the Workshops for Local Governments and the Leadership Committee's comments related to these workshops. The group discussed the workshops and next steps.

Next Steps

- Facilitators will meet with Treasure Coast Regional Planning Council (TCRPC) and South Florida Regional Council (SFRC) executive directors and staff to discuss the potential for a Regional TOD Compact. After meeting with the councils, facilitators will meet with the executive directors and staff of the Miami-Dade, Broward, and Palm Beach Metropolitan Planning Organizations (MPOs). Facilitators will report back to the Leadership Committee in early October.
- Facilitators will develop the station area typologies and identify potential station areas for the workshops, and present to the Leadership Committee in early October.
- Facilitators will meet with TCRPC and South Florida Regional Transportation Authority (SFRTA) staff to discuss alignment between the workshops and other agency efforts.
- The next Working Group meeting will be held on Friday November 4, 2016.

Participants

- Alex Hansen, City of West Palm Beach
- Alexia Howald, Carras Community Investment
- Larry Hymowitz, Florida Department of Transportation (FDOT) District Four Systems & Policy Planning
- Steve Mackey, Urban Land Institute (ULI)
- Christina Miskis, SFRC
- Peter Newman, Curtin University Sustainability Policy Institute - Perth, Australia
- Valerie Nielson, Palm Beach MPO
- John Renne, Florida Atlantic University and The TOD Group
- Pete Schwarz, Broward County Planning Council
- Fred Stubbs, Palm Tran
- Lynda Westin, SFRTA

Remote Participants

- Nick Sofoul, Broward County Transit (BCT) Surface & Capital Planning
- Elizabeth VanZandt, City of Fort Lauderdale Transportation & Mobility Department
- Richard Lorber, City of North Miami Beach
- Sara Forelle, Broward County Planning & Development Management
- Deanne Von Stetina, Broward County Planning Council

Facilitators

- Jessica Dimmick, Renaissance Planning
- Shane Laakso, Renaissance Planning
- Chris Sinclair, Renaissance Planning

The Southeast Florida TOD Working Group is open to anyone interested in attending. If you are interested in joining the TOD Working Group, please contact Shane Laakso at SLAAKSO@ciesthatwork.com or 561-404-7261 x157.

Appendices

Appendix A: Leadership Committee Meeting Summary - July 29, 2016

Appendix B: Tour of Fort Lauderdale All Aboard Station Area Meeting Summary – August 9, 2016

Detailed Meeting Notes

AGENDA ITEM #1: TOD ROUNDTABLE UPDATES

The **City of Fort Lauderdale** has several TOD-related initiatives underway:

The City received a TOD Planning Pilot Program grant from the Federal Transit Administration to review the planned 2.7-mile Wave Streetcar route throughout Downtown Ft. Lauderdale, which is a designated Regional Activity Center. The City also plans to examine ways to improve the City's policies and codes around the Wave Streetcar corridor. The City has some challenges with its parking requirements, and will be looking to "right size" its parking and examine other codes that are more favorable to TOD.

FDOT is preparing an Environmental Assessment for the proposed extension of the Wave streetcar to the FLL Airport and to the Convention Center on 17th Street and Port Everglades. The City is examining these extension areas, which are very different geographic areas from the downtown areas that already have designated TOD land use types. The City is looking at what land uses could fit in these areas to maximize performance of the streetcar, recognizing that these land uses may not be the same as those in downtown.

The City is also examining public-private partnership opportunities and the potential for the City to purchase land for TOD. The City is examining the potential for remote parking facilities that would support the streetcar, and is also looking at opportunities for land uses that are not currently in downtown but could support the streetcar environment, such as charter schools.

The City expects to have the executed grant by the end of September 2016, after which it will procure a planning team to perform the review and develop recommendations through a year-long process.

The City is seeking to create a more balanced environment for pedestrians, bicyclists, and vehicles through its complete streets efforts. These efforts are challenging, particularly to accommodate loading and unloading for retailer deliveries.

The **City of West Palm Beach** issued an RFP to study a mobility fee for the downtown and other sections of the City. The mobility fee may be used to fund transportation improvements within the City.

All Aboard Florida's (AAF) construction on the West Palm Beach Brightline station is progressing, and the City anticipates that this project will be completed in Summer 2017. In addition to the station, AAF has started construction on a mixed-use development adjacent to the station containing 285 residential units, 12,000 square feet of commercial, and 838 parking spaces (500 park and ride spaces and 338 spaces for the residences). The City anticipates that this project will be completed in Summer 2018. The construction will eliminate Datura Street and Evernia Street to provide space for new development, and construct a new north-south access road connecting the station and the mixed-use development to Clematis Street.

Florida Atlantic University is working to reestablish the prominence of the Center for Urban and Environmental Solutions (CUES). In the past, CUES had a larger presence in downtown Ft. Lauderdale; however, it currently operates with one staff member and one part-time undergraduate student. Dr. John Renne has applied for several federal funding opportunities. CUES' has existing funding through the Abacoa Project Fund, an endowment from the MacArthur Foundation. This fund currently provides approximately \$175,000 per year for research.

FAU is partnering with Reid Ewing to conduct a study comparing internal trip capture rates of mixed-use developments to those of non-mixed-use developments in Palm Beach County. The study is using full travel diary origin-destination (O-D) data. Researchers are creating a map that identifies mixed-use neighborhoods, overlays the O-D data, and evaluates how the internal trips made by auto and external trips made by transit, bicycle, and walking compare to single use neighborhoods. Researchers will then build a statistical model that controls for the D-variables: density, land use diversity, distance to public transit routes, demographics, and distance to city center. Researchers will also evaluate EPA transit data at the census tract level. Researchers will then compare the results with ITE predictions. Preliminary data indicates that internal capture in mixed-use areas is higher than ITE predictions. The research is anticipated to assist the County and municipalities in mobility fee discussions and may provide an alternative to ITE internal capture predictions, which most local governments use as a basis for impact fees. To share other research topic ideas that CUES could undertake, please contact Professor John Renne.

The **Palm Beach MPO** is developing local complete streets design guidelines with guidance from an advisory committee. The next advisory committee meeting is September 21, 2016. The MPO intends to coordinate the complete streets effort with a bicycle and pedestrian safety study. The MPO will begin collecting data related to local governments' individual complete streets efforts.

Other TOD-related efforts of the Palm Beach MPO include:

- A transit access study to evaluate accessibility to Palm Tran and other transit stops. This project is currently listed in the Unified Planning Work Program (UPWP) and is anticipated to start in 2017. The MPO is currently developing a sidewalk map layer that will inform the transit access study.
- A multimodal corridor study for US1 in preparation for potential future bus rapid transit improvements. This study is included in the MPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). MPO staff is meeting with Palm Tran to discuss the study and anticipates initiating this study in late 2016 or early 2017

The MPO is also conducting a photo contest during the month of August. To enter the contest, please submit your best Palm Beach County Transportation photos by August 31, 2016 to the MPO website at <http://www.palmbeachmpo.org/photocontest>.

Palm Tran will begin a complete revision of its routing system within the next 18 – 24 months. In March 2016, Jarrett Walker, an internationally renowned expert on public transit network design, spoke at a workshop for the Palm Tran Service Board. The agency is undertaking this effort to better balance transit frequency and coverage, and to provide enhanced service to higher density TOD areas.

Representatives from Palm Tran recently met with Jeffery Jackson, AAF Operations Manager, to discuss concerns regarding bus access to the West Palm Beach Brightline station, particularly access to Clematis Street.

The West Palm Beach Transit Village development at the existing Tri-Rail station, which received all necessary approvals from the City and County last year, is still progressing. The Transit Village is a proposed mixed-use TOD that will be constructed over the existing intermodal facility. Palm Tran is currently waiting on the project developer to move forward.

The **Florida Department of Transportation (FDOT)** District Four is conducting a study of the Sawgrass Mills area in Sunrise. This area contains the proposed Metropica development, which includes at least 2,000 dwelling units and could be a catalyst for TOD in the western portion of the region. The study will review multimodal opportunities and make recommendations for short and long-term TOD improvements. The study is anticipated to conclude in one year.

FDOT District Four is also conducting a PD&E study for two I-95 interchanges: Cypress Creek Road and Commercial Boulevard. The PD&E study will consider the typical MPO long-range plan transportation network and land use data. The PD&E study will also consider alternative land uses and road networks that were recommended by the Cypress Creek Mobility Hub study. The Mobility Hub study recommended intensifying land uses in the 500-acre Uptown core area and reducing lanes on Cypress Creek Road from Powerline Road to North Andrews Avenue, and on North Andrews Avenue from Cypress Creek Road to McNab Road. The State Road 7/Oakland Park Boulevard Mobility Hub PD&E Study is currently delayed due to issues associated with the Lauderdale Marketplace.

The **Tri-Rail Coastal Link (TRCL)** Iris Connection is located between the South Florida Rail Corridor and the FEC at 72nd Street in the City of Hialeah. FDOT submitted 30-percent design plans for the Iris Connection improvements to SFRTA and FEC Railway. SFRTA and FEC will be responsible for final design and construction, which is expected to begin in September 2016.

The TRCL Northwood Connection is located between the South Florida Rail Corridor and the FEC railway in West Palm Beach. Two different projects are being developed as part of the Northwood Connection. These include rehabilitation of the existing connection and construction of an additional alignment through the area. For the rehabilitation project, FDOT submitted 30-percent design plans to SFRTA and FEC Railway. The railroads will be responsible for final design and construction, which is expected to begin in September 2016. For the new alignment project, FDOT has completed 60-percent design plans for a design/bid/build method of development, and construction is expected to begin in January 2018.

The **South Florida Regional Transit Authority** approved four Brightline agreements for downtown Miami. Two of the agreements have been executed by Commissioners Abrams. The agreements include:

- Access and operating agreement
- Development agreement
- Loan agreement
- Escrow agreement

The **Broward County Planning Council** reported that the Broward County Land Use Plan will be presented to the Broward County Commission for approval at the end of August 2016. The existing land use plan is based on planning for single-occupancy vehicles. The updated plan focuses on

moving people and goods and emphasizes complete streets and expanding transit services. The Planning Council is currently reviewing two land use plan amendments:

- A proposed change to Transit Oriented Corridor (TOC) in the City of Margate proposes increasing dwelling units to levels that can support transit.
- A proposed change to Transit Oriented Corridor (TOC) in the corridor from Atlantic Boulevard to US 1 in the City of Pompano Beach expands the existing TOC designation in the area.

Broward County Transit reported that on June 22nd, the Broward County Commission voted to put two half-penny sales taxes on the ballot. If approved, one half of the surtax will fund improvements to address County transit and transportation needs. The other half of the surtax would fund infrastructure and capital projects for municipalities in Broward County. If approved, each tax would have a duration of 30 years. On August 16th, the Broward County Commission met to finalize the transit funding portion of the tax. BCT anticipates that the County will conduct a public involvement kick-off in early September.

Broward County Transit's real-time passenger information system *MyRide Broward* is now online, available at MyRide.broward.org. Riders can also download a mobile app for Android devices. This app is currently in the beta testing phase of development. Broward County Transit is currently working on the development of a mobile app for Apple devices.

AGENDA ITEM #2: 'THE ENTREPRENEUR RAIL MODEL' AND EXPERIENCES IN TOD COLLABORATION

To view a video of Professor Newman's presentation, visit [this link](#).

Presentation Summary

Professor Peter Newman is a rail activist and professor of sustainability at Curtin College in Australia, and shared insights from his latest works. In his book "The End of Automobile Dependence," Professor Newman suggests that cities worldwide are experiencing 'peak car'. This is a condition where per capita vehicle miles traveled (VMT) has peaked and begins to fall. In virtually every city, traffic is slowing and rail is getting faster and most transportation funding is going to rail rather than highway construction. Internationally, most cities with a population over one-million are building rails.

Globally, Professor Newman has identified a decoupling car use and gross domestic product (GDP), which were historically linked. This break between GDP and car use is evidence that cities are engaged in a new competition to create walkability. Professor Newman emphasized cities that do not become walkable, do not compete well against cities that prioritize walkability. For example, the top six (6) most walkable cities in the US have 38% higher GDP than the remaining US cities. In Boston, 70% of knowledge economy workers live in walkable areas. Good rail investment helps to create polycentric, walkable cities and fosters the decoupling of car use and GDP.

The Entrepreneur Rail Model vs. Conventional Rail Funding

In his discussion paper "[Entrepreneur Rail Model](#)," Professor Newman outlines an alternative to the conventional rail model typically used to develop rail infrastructure and station areas. The conventional rail model includes the following sequential steps:

- 1) Estimate transit numbers, then
- 2) Obtain financing based on the transit numbers, and finally
- 3) See what land use is possible

The entrepreneur rail model takes the exact opposite approach by first determining what land uses are possible, then obtaining financing, and finally, estimating transit numbers.

The conventional model is typically facilitated by government entities for all aspects of rail development. This model often focuses on the transit development, fails to adequately consider land uses around station areas, and often chooses the path of least resistance and lowest cost.

Conversely, the entrepreneurial model relies on the private sector for detailed planning of rail corridors and focuses on development potential within station areas because station area development is used to fund transit operations and maintenance.

How does the Entrepreneur Rail Model work?

The entrepreneur rail model process relies on a consortia of developers, rail builders, and rail operators to engage in the planning and development of the transit system and development in the station area and to operate and maintain the transit system. The consortia use the revenue generated by development in the station areas to fund ongoing operation and maintenance of the transit system.

The entrepreneur rail model process can be initiated in two ways.

1. Consortia of land developers, train builders, train operators, and financiers can submit unsolicited bids to a government to develop a rail corridor.
2. A government can request bids to develop a specific corridor. The government would provide initial support and guidance to consortia by creating a local and state vision for transit. The government would then select the consortium the best meets the transit needs.

Government Involvement in the Entrepreneur Rail Model Process

In addition to outlining a vision for transit and identifying a corridor for development, governments can provide risk support by assisting in assembling and up-zoning land around station areas. However, governments should not engage in detailed project planning.

Group Discussion

Chris Sinclair confirmed that the current process to fund premium transit produces sub-optimal results. Transportation decision makers typically try to engineer the path of least resistance without regard for land development potential. For example, the rail station that serves Downtown Englewood, Colorado is located approximately two-miles from the downtown. This station location, which is too far away from downtown, was selected because less expensive land was available at this location.

Mr. Sinclair asked how should government begin to line up the different interests along the corridor, and at what level of government would this occur? Professor Newman indicated that the first thing the Australian Federal Government does is notify the private sector of the potential rail development opportunity and to have them form consortia. In the example he provided, five groups responded to the request, and the federal government chose one of these groups.

Another good starting place is for the government to develop **an inventory of both private land and government owned land** along the potential rail corridor, since a key action for government includes assisting in land assembly. In Sydney, private citizens assembled their single family parcels into a larger parcel within a station area. This allowed these land owners to better negotiate, and gave the consortia and government a larger parcel needed in the station area. Ultimately, in order for the

entrepreneur rail model to work, the consortia need to own the land in the station area. The first quarter-mile around the station is the most important land in the station area.

Needed Legal Changes

A participant asked if any laws would need to change in order to engage in the entrepreneurial model. Professor Newman replied that there is no need for any change in legislation. However, Professor Newman did note that property within station areas would need to be up-zoned. This activity would likely require legislative action from local governments. Another participant noted that existing policies may have to change to allow funding for operation and maintenance. The group noted that this system is not a tax and therefore, policies may not need to be changed.

Importance of Political Leadership

Political leadership would be required for assembling land within individual station areas so a potential consortium could develop station areas along the system. Political leadership could also be useful in identifying a vision for the proposed corridor.

Potential Implementation in Florida

The group discussed the potential for implementing the entrepreneur rail model by allowing a consortium to bid on the existing Tri-Rail system. The package of goods purchased by the consortium might include the existing rail right-of-way, rolling stock, and land around station areas.

Participants noted that the SFRTA does not own a significant amount of land in the station areas. Local governments could assist with land assembly by contributing land around their individual station areas so the development and redevelopment of the station areas could occur at a system level. A consortium could operate the transit service for 40 to 50 years.

Participants discussed the potential for an east-west premium transit corridor in Palm Beach County. Some existing road corridors may have sufficient right-of-way width for a rail system. Some of the land uses along Okeechobee Road, such as car dealerships, have large footprints that could provide good opportunities for redevelopment in a potential station area. Professor Newman noted that initial planning along a potential corridor should not be too detailed. Developers (and other parties in potential consortia) should be involved early in the process. The consortia can hone in on the best options when they develop detailed plans.

Pete Schwarz indicated that politics will likely present a major challenge to this method of rail funding in Southeast Florida. There would likely be political challenges to privatizing Tri-Rail and increasing densities in station areas. Many local politicians seek to prevent increases in density because of perceptions about traffic and crime. Education and outreach to elected officials could be helpful in dispelling these notions. Professor Renne noted that many communities in southeast Florida are currently developing at very high densities. Commissioners who support these developments could be identified and used as regional champions and resources for education efforts.

Financing

Steve Mackey asked how the entrepreneur rail model transactions occur in practice and how the future value of station areas is quantified so banks would be willing to lend to the consortia. In the US, the government collects property taxes, which generate higher revenues when land value increase. Some communities put these funds aside in a separate account. Professor Newman

indicated that the entrepreneur rail model requires that the process for land value capture needs to go beyond government collecting the increased value in taxes.

Chris Sinclair suggested that project financing needs to go ‘beyond the banks’ and that lenders and other types of funds, such as hedge funds, can provide long term funding. AAF for example is owned by Fortress Investments, which is a hedge fund. The consortium responsible for developing the station area and operating and maintaining the transit system should capture the increased value of property in the station area. The consortium typically does not sell property, but instead uses the revenue generated from increased rents to fund the operation and maintenance portion of the transit. This is the model in Japan, Hong Kong, and Washington, DC.

Research on Densities and Transit Mode Split

John Renne indicated that there is a need to properly establish minimum densities in station areas. Research suggests that mode split increases with increases in residential density. Within the one-half mile radius around a transit station:

- 4,000 dwelling units (8 units per acre) equates to a 30 to 40 percent transit mode split
- 7,500 dwelling units (15 units per acre) equates to a 50 percent transit mode split
- 10,000 dwelling units (75 units per acre) equates to a 75 percent transit mode split

Related research is available at the following link:

http://scholarworks.uno.edu/cgi/viewcontent.cgi?article=1016&context=unoti_pubs

Additionally, the transit system should connect a relatively balanced amount of dwelling units and jobs across station areas. Nationally, station areas typically have far more jobs than housing and there is a greater need for increases in residential density in station areas.

AGENDA ITEM #3: TOD IMPLEMENTATION INITIATIVES: REGIONAL COMPACT

Background Context

The TOD Working Group explored models of regional TOD collaboration through a research effort¹ and discussions at previous TOD Working Group meetings. In March 2016, the TOD Leadership Committee identified the need to focus on the implementation of TOD. In response, Renaissance investigated TOD implementation programs of four cohort regions that have successfully overcome the same challenges that Southeast Florida is currently experiencing.

The cohort regions employed 10 key initiatives that led to successful TOD implementation. Renaissance presented these **10 key TOD implementation initiatives** at the May 2016 TOD Working Group meeting, documented the findings in a memorandum, and provided the memorandum to the TOD Working Group.²

Regional TOD Compact as a Potential Initiative for the Southeast Florida TOD Working Group

The Leadership Committee discussed the **Regional TOD Compact** initiative at the July 2016 meeting.

Purpose of the Regional Compact

¹ Report available at http://www.sfrpc.com/TOD/citiesthatwork-289dd1/Documents/ResearchReportsforTODWorkingGroup/ModelsofCollaboration_091914.pdf.

² To request a copy of the TOD Implementation Initiatives memo, please email Shane Laakso at SLaakso@citiesthatwork.com.

A regional compact in Southeast Florida could provide a framework for elected officials and jurisdictions to buy into TOD in an organized way. It could result in increased planning, coordination, and implementation among elected officials and other stakeholders, expanding collaboration beyond the TOD Working Group. The regional compact could result in several benefits including:

- Facilitating partnerships between local governments
- Identifying local champions
- Generating TOD support from both market and political perspectives
- Coordinating funding efforts
- Potentially organizing to support private development

A TOD compact could also serve as a foundation for implementing other regional TOD initiatives, such as the regional TOD Goals. A TOD Compact underpins Puget Sound's TOD efforts. The Puget Sound compact connects TOD to larger goals such as economic development, resource protection, and tax base support.

Potential Structure of the Regional Compact

The regional compact could connect elected officials and decision makers and provide guidance to the TOD Working Group. The Compact could contain a steering committee and ad hoc committees as needed. The Southeast Florida Climate Compact is a possible model for a TOD compact. The Climate Compact includes an action plan, steering committee, website, annual summit, and mayor's action pledge.

Leadership Committee Discussion

Mr. Sinclair reported that the TOD Leadership Committee believed that the region was not ready for a TOD Compact. The Leadership Committee discussed expanding the mission of a potential compact to focus on multimodal mobility, the relationship of a compact with the region's MPOs, uncertainty about the duties and responsibilities of compact participants, and uncertainty about political buy-in. A summary of the Leadership Committee meeting is included in Appendix A.

Group Discussion

Lynda Westin indicated that the regional planning councils led previous regional efforts such as the Seven50 plan. Ms. Westin recommended that the Working Group facilitation team **coordinate with representatives from the regional planning councils** to understand the catalysts that led to Southeast Florida's existing regional efforts, challenges associated with regional collaboration, and to evaluate whether the regional planning councils have interest in participating in a regional TOD effort. Participants noted that the workshops for local governments could advance and implement the regional planning councils' Seven50 plan goals and processes. Christina Miskis suggested that the **Southeast Florida Transportation Council (SEFTC) could serve as a forum** for discussing a regional compact. Valerie Neilson indicated that **TOD participants in local governments may need additional education** about TOD before they would consider committing to a regional compact.

John Renne suggested that the TOD Working Group think about generating interest in TOD from the private side, rather than the public side. He also suggested that **a regional effort should include all potential TOD participants**, including the public and private sector land owners and developers. A TOD Compact may create additional bureaucracy, which could slow TOD implementation. The

Washington Metropolitan Area Transit Authority is the best model for joint development. The authority does not own much land, but does develop over the air rights of their stations.

Nick Sofoul suggested that the Working Group should be mindful that a TOD compact could be difficult for the region to support until dedicated funding for regional premium transit is approved. The preamble of the Puget Sound compact, provided to the Working Group as background material for discussion, states that the electorate in the Central Puget Sound area voted to commit approximately \$25 billion for light rail transit and other premium transit. Political leaders in Puget Sound were likely motivated to 'take on' TOD to ensure success of the transit investments the electorate trusted them to deliver. If the Broward electorate votes in favor of the transportation sales tax this November, a TOD Compact may have a greater chance of success.

Next Steps

Working Group facilitators will meet first with representatives of the regional planning councils, then with the MPOs, and possibly with SEFTC to discuss issues and opportunities associated with creating a regional TOD compact. Facilitators will report back findings from these meetings to the Leadership Committee at its next meeting.

AGENDA ITEM #4: TOD LEADERSHIP COMMITTEE REPORT: WORKSHOPS FOR LOCAL GOVERNMENTS

Background Context

The TOD Working Group's Workshops for Local Governments are intended to provide direct hands-on technical assistance to local government planners. These workshops will use station area case studies to examine the basic principles of TOD and market dynamics at the station level. The workshops are intended to produce tangible outcomes and provide knowledge that planners can use in their day to day activities.

History of the Workshop Initiative

At the November 2015 meeting, the Working Group indicated a desire to help facilitate TOD in the region, to supplement the Working Group's traditional information sharing mission. At the February 2016 Working Group Meeting, the group identified outreach to local government planners as the initial Working Group action. At the March 2016 Leadership Committee meeting, facilitators presented a draft workshop program and participants discussed the approach for conducting workshops. At the May 2016 meeting, the Working Group reaffirmed the desire to move forward with the outreach effort. The group commented on the approach and reinforced including market analysis and pro-forma analysis as workshop components. At the July 2016 Leadership Committee meeting, facilitators presented a refined approach to the workshops. The Leadership Committee provided further guidance on the Workshop approach.

Steve Mackey and Shane Laakso presented progress related to the TOD Workshops and reported Leadership Committee comments.

Workshop Topics and Format

Working Group facilitators further refined the workshop topics and format to occur over two sessions. Participants in the workshop series will attend two consecutive workshops. Workshop facilitators will present different topics and information at each session.

- Workshop #1 will focus on TOD readiness and strategies for improving TOD Readiness based on the characteristics of the station area and the transit type.
- Workshop #2 will focus on the market and design aspects of station areas and is anticipated to include information on a market assessment of station areas, review of a hypothetical development program, pro forma analysis for local governments, negotiating tactics for the public and private sector, and the development of action strategies.

The Workshops will include hands-on activities that facilitate learning, will aim to ‘train-the-trainer,’ and will provide information that participants can use immediately in their communities. Facilitators will assist participants in learning TOD tools and techniques so they can become local TOD educators, facilitators, and advocates.

The Working Group reinforced the need to ensure that all agencies are comfortable with the station areas selected for the workshops. Case studies used in the workshop will not include stations on the Tri-Rail Coastal Link corridor due to future PD&E efforts and upcoming station area planning efforts by the regional planning councils and SFRTA along this corridor.

Next Steps

Facilitators will meet with representatives from TCRPC and SFRC, to discuss how the TOD Working Group workshops could complement their station area planning efforts. Facilitators will further refine the workshop approach based on input from the regional planning councils and present the refined approach at the next Leadership Committee meeting.

Future Meetings

The next TOD Leadership Committee meeting will be held in early October 2016. Facilitators will coordinate with the Leadership Committee to determine the best date and location.

The next TOD Working Group meeting is currently scheduled for Friday, November 4, 2016 from 9:00 am to noon. The meeting location is to be determined.

Please contact Shane Laakso if you are interested in hosting future meetings at SLAAKSO@ciesthatwork.com or 561-404-7261 x157.