

# Transportation Demand Management Plan Requirement for Commercial/Mixed Use Zone Development



Portland City Council, May 24, 2018



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

*TDM Fee Adoption (TRN 3.450) and Affordable Housing Exemption Ordinance*

# Why we are at City Council today

1. Affordable dwelling unit exemption
2. Amend the Transportation Fee Schedule to include Multimodal Incentive Fee rates

## Implementing Previous Policy and Council Actions

### Previous Council Actions - December 2016

- Comprehensive Plan Update - adopt changes to Title 33
- Transportation System Plan - adopt changes to Title 17

### Supporting City Policy

- **Climate Action Plan** - reduce transportation-related emissions to 50% below 1990 levels by 2035
- **TSP adopted mode splits** - increase mode share of daily non-drive alone trips to 70% citywide by 2035

# What is Transportation Demand Management (TDM)?

## Strategies to reduce driving and encourage the use of transit and active modes of transportation

- Subsidized transit passes
- Bike commute reimbursements
- Transportation Options information

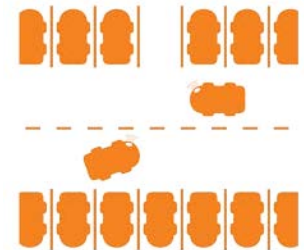
## PBOT has a long history of implementing TDM Programs:

- SmartTrips for new movers
- Sunday Parkways
- TDM in Parking Districts



# Why a TDM requirement?

1. Mitigate transportation and parking impacts
2. Reduced transportation costs
3. Provides more travel options for people



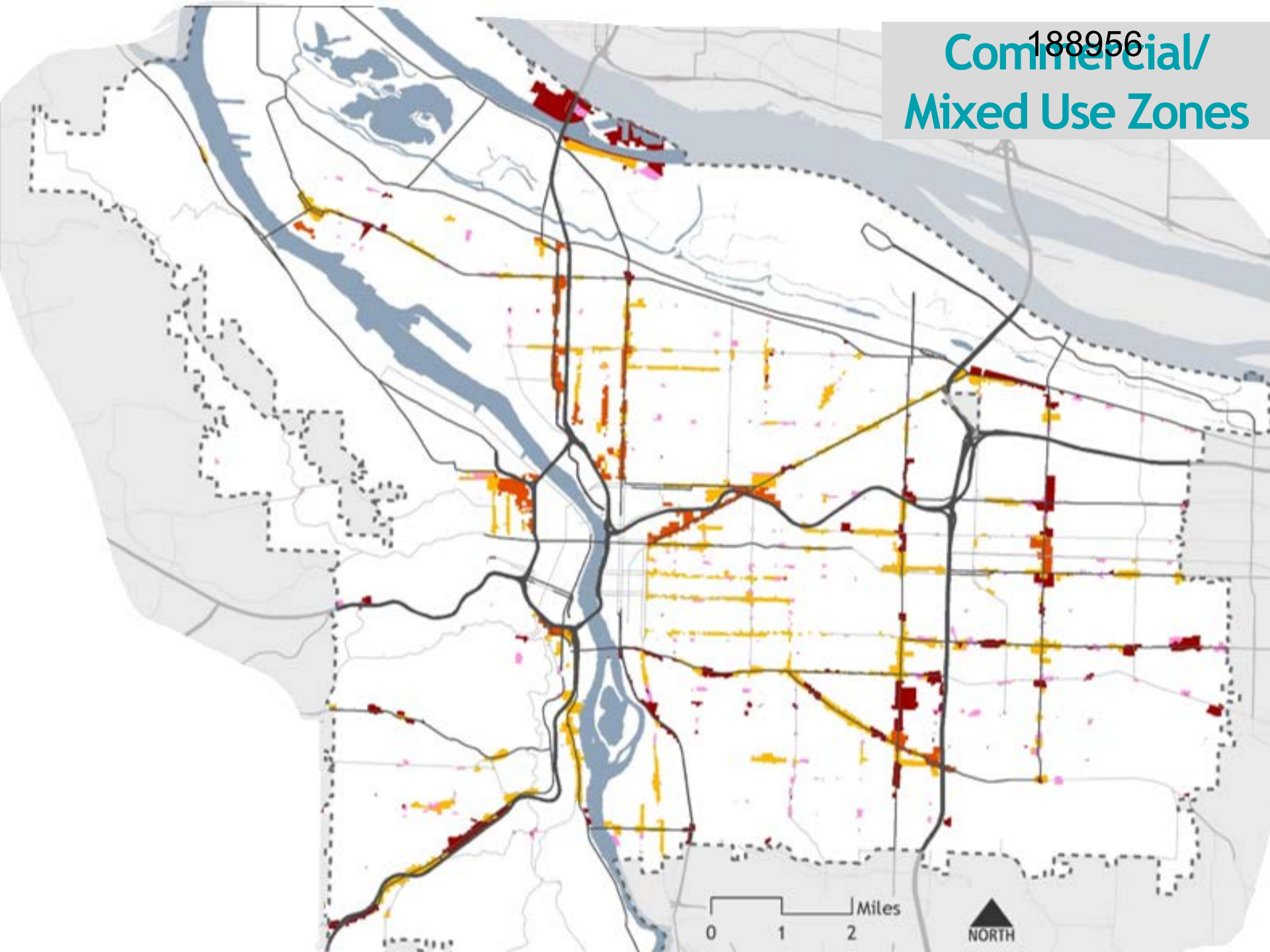
## What development is subject to the TDM requirement?

### Must meet the following thresholds

- Located outside of the Central City Plan District
- In a Commercial/Mixed Use Zone (CR, CX, CM1, CM2, CM3, CE)
- Includes more than 10 new dwelling units
- Located close to transit



188956  
Commercial/  
Mixed Use Zones



# TDM Best Practices in Other Cities

Development and employer TDM programs work in tandem

- San Francisco, CA
- Santa Monica, CA
- Seattle, WA
- Arlington, VA





# Two Options to Fulfill TDM Requirement

**Option 1:** Custom TDM Plan - Land Use Review Route

**Option 2:** Pre-Approved TDM Plan - Administrative  
Route

# An Affordable Unit Rate

## An exemption to the Multimodal Incentive Fee rate

- Exemption from Multimodal Incentive Fee
- Limited Duration - expires June 30, 2020
- Still subject to other Pre-Approved TDM requirements:
  - Transportation Options Information
  - Annual Transportation Survey

# 1. Amend the Transportation Fee Schedule

Service/ Permit Type	Description	FY 16-17 Fee	FY 17-18 Fee
Multimodal Incentive Fee (see City Code Title 17.107.035)			
Market-Rate Units	Per unit	N/A	\$1,100
Affordable Units	Per unit	N/A	\$0

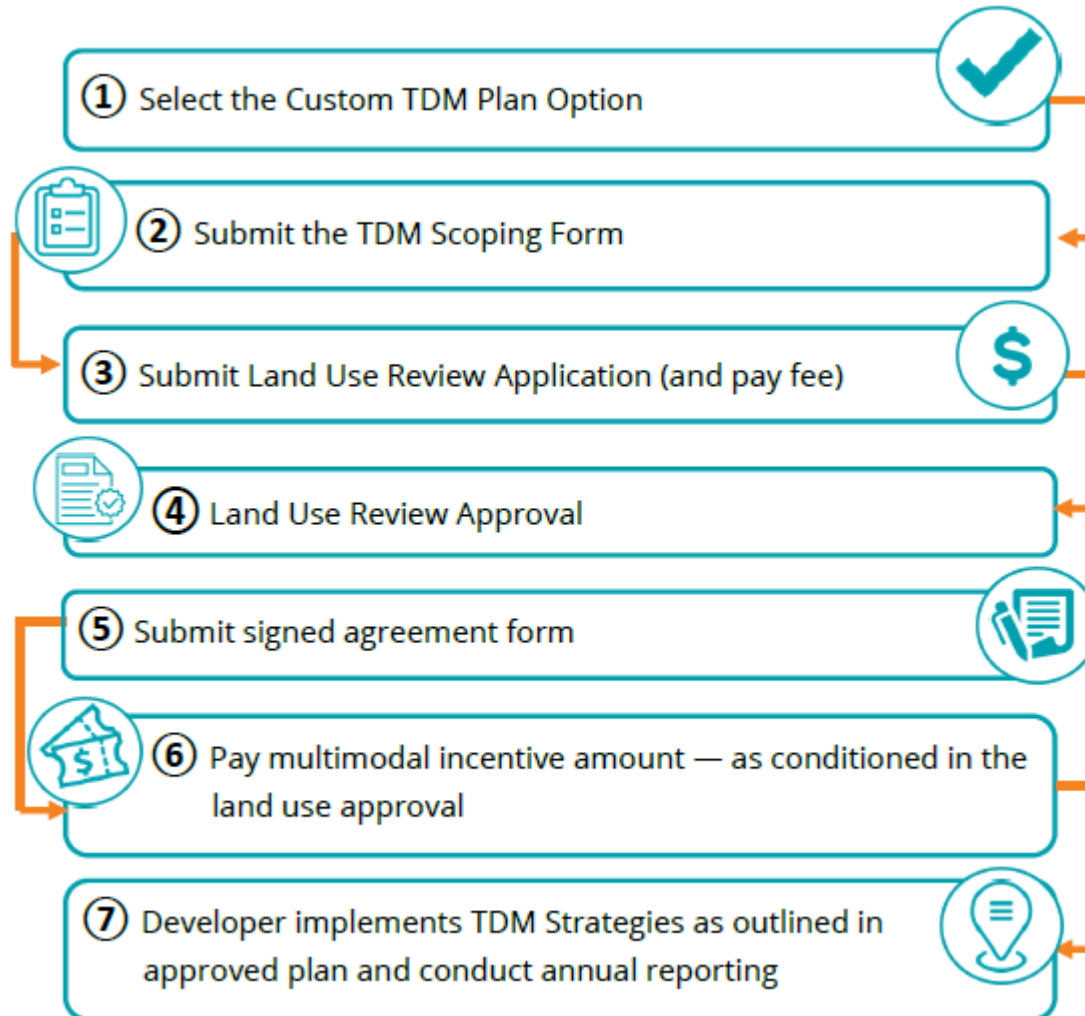
## 2. Affordable Dwelling Unit Exemption

- Exempt Affordable Units from Multimodal Incentive Fee
- For 2 years (June 30, 2020)

**Thank you!**

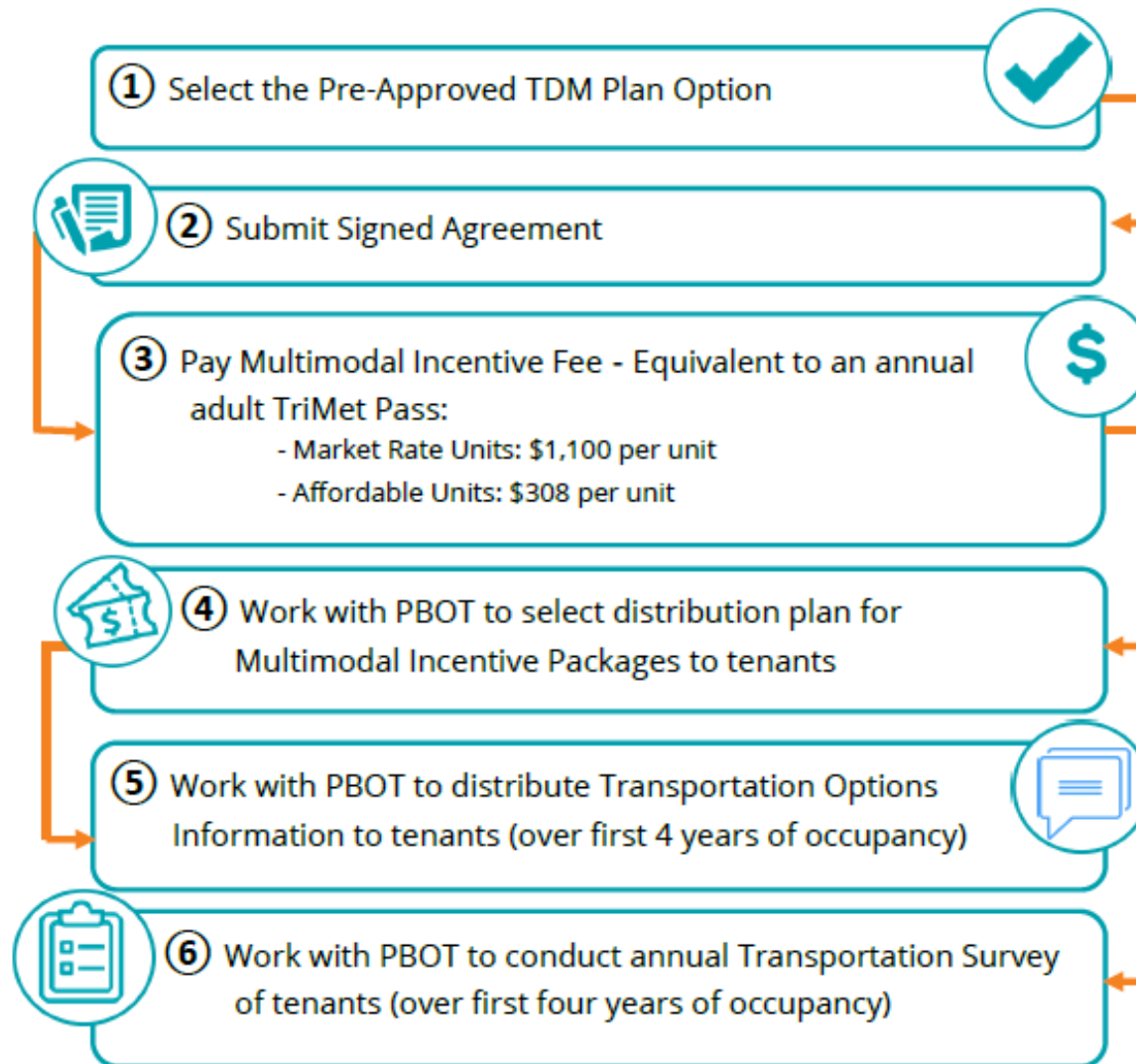
# Custom TDM Process

## Type II Land Use Review (Transportation Impact Review)





# Pre-Approved TDM Process



# Where are we now?

City Council tasked PBOT with development of administrative rules and implementation processes

- Inter and Intra-Bureau Coordination
- Programming in TRACS permitting software
- Trainings
- Notification

# Next Steps

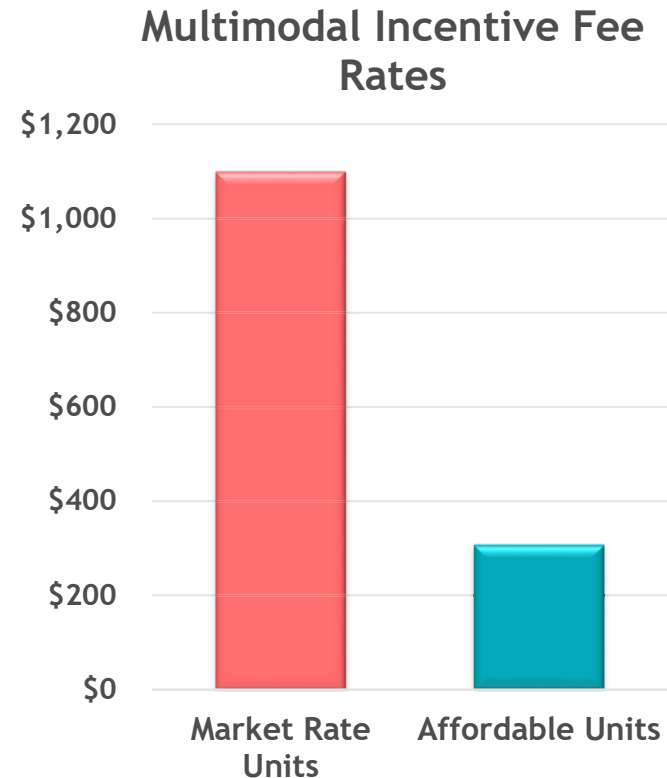
## What's next?

- Discussion DRAFT - public comment closes on Friday, May 4<sup>th</sup>
- Director to authorize final Administrative Rule
- Bring Transportation Fee Schedule updates to City Council
- Enacted on May 24<sup>th</sup> at 1:00 pm
- Prepare for next phase of implementation - at occupancy

# An Affordable Unit Rate

## A reduced Multimodal Incentive Fee rate

- TriMet's new Low-Income Fare
- 72% reduction in rate:
  - Affordable Units: \$308
  - Market Rate Units: \$1,100
- Benefits for a population that could use them



## TDM Best Practices in Other Cities

### Developer and Employer TDM programs work in tandem

- **San Francisco, CA** - Development requirement for retail, office, residential, and other land use types to meet parking and TDM Program point targets
- **Santa Monica, CA** - Development requirement for TDM Plan and annual TDM fee
- **Seattle, WA** - Transportation Management Program (TMP) - Master Use Permit requirement on private development
- **Arlington, VA** - Development Site Plan Conditions for Transportation Management Plans



# Custom TDM Process

## Type II Land Use Review

- Approved through a Transportation Impact Review
- Develop and Implement approved TDM Strategies
- Approval Criteria - must demonstrate how the TDM strategies will contribute to sufficiently achieving the City's mode share and residential auto ownership targets.

# Custom TDM Plan - Essential Elements

1. Information & Communication



2. On-Site Infrastructure



3. On-Site Parking Management



4. Multimodal Incentives



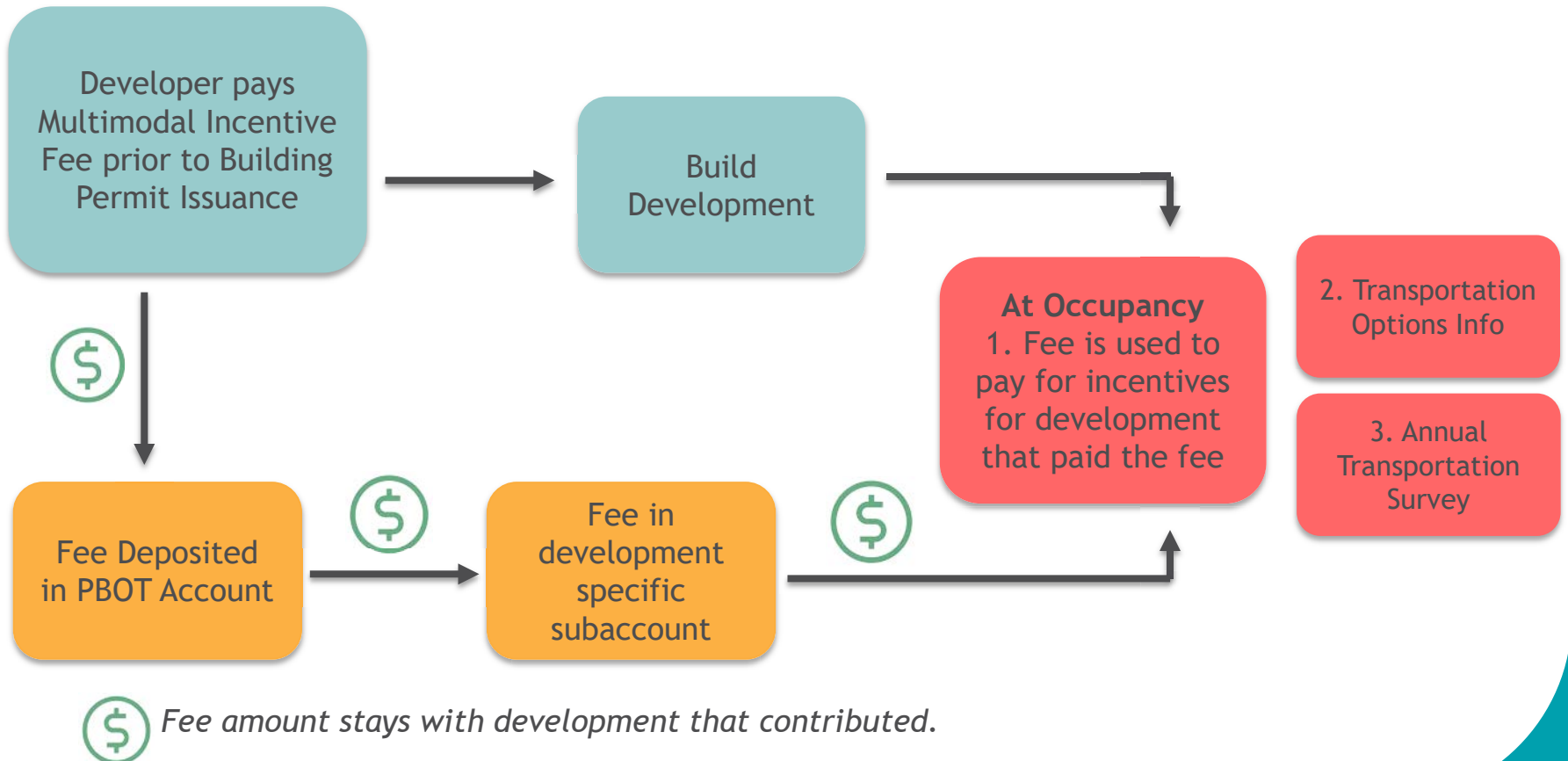
# Pre-Approved TDM Process

## Administrative Process

- Dissemination of Transportation Options Information (for 4 years)
- Annual transportation options survey (for 4 years)
- Multimodal Financial Incentives

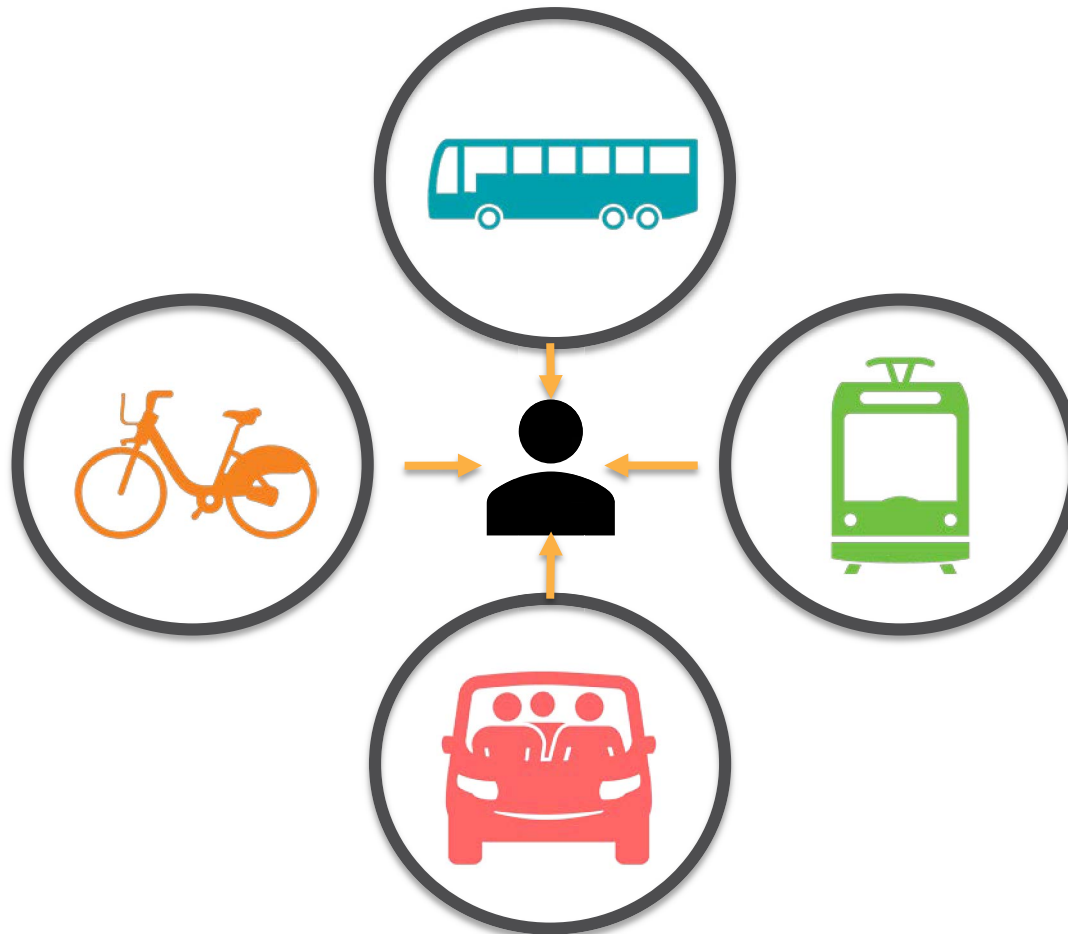
# Pre-Approved TDM Process

## Where does the Multimodal Incentive Fee go?



# What does the Multimodal Incentive Fee get tenants?

## Package of Transportation Options Incentives





## Addressing Affordability in Development

### PBOT actions to reduce financial barriers to affordable housing development

- Waiving Transportation System Development Charges (TSDC)
- Exemption from minimum vehicle parking requirements
- And now...developing an affordable unit rate for the Multimodal Incentive Fee and 2-year exemption

## Option 1: Pre-Approved TDM Plan - Administrative Route

- Multimodal financial Incentives
- Dissemination of Transportation Options Information (for 4 years)
- Annual transportation options survey (for 4 years)

## Option 2: Custom TDM Plan - Land Use Review Route

- Approved through a Transportation Impact Review
- Develop and Implement approved TDM Strategies
- Approval Criteria - must demonstrate how the TDM strategies will contribute to sufficiently achieving the City's mode share and residential auto ownership targets.