

DRAFT

**Resolution of the Citizens Advisory Committee to the Transportation Planning Board:
Supporting Regional Incentive Programs to Help Achieve Land Use and Transportation Integration**

WHEREAS the Transportation Planning Board (TPB) Vision, unanimously adopted by the TPB in 1998, begins with a “Vision Statement” that calls for a transportation system that “promotes areas of concentrated growth [and also] manages both demand and capacity;”

WHEREAS the ongoing Regional Mobility and Accessibility Study (RMAS) has found that a Transit Oriented Development (TOD) strategy scenario would, alone or in concert with other scenarios, be effective at reducing congestion and vehicle miles traveled;

WHEREAS constructing the Transportation Improvement Program by soliciting and consolidating spending proposals submitted by member jurisdictions has not led to in the past, nor will it likely lead to in the future, a set of projects that together achieve the TPB Vision or the RMAS scenario goals;

WHEREAS despite notable efforts to connect smart growth with transportation spending in some jurisdictions in the region, regionwide growth and traffic congestion trends are still heading in the wrong direction;

WHEREAS fiscal impact studies have shown that transportation funding needs would be reduced if transportation investments and land use were more closely coordinated;

WHEREAS transportation expenditures that bring jobs, housing, and transportation together benefit everyone in the region regardless of where in the region they occur (e.g., with all jurisdictions struggling to provide affordable housing accessible to transit, the related financial pressure on each jurisdiction is reduced if such housing is created near transit anywhere in the region);

WHEREAS other metropolitan planning organizations are implementing successful transportation incentive programs that competitively award both planning and capital funds to local governments and private entities for measures that help to meet regionwide smart growth and congestion reduction goals (e.g., the \$30 million San Francisco Metropolitan Transportation Commission’s Housing Incentive Program provides bonus funds for developments of between 20 and 30 units per acre within one-third to one-half mile from transit);

WHEREAS the Commuter Connections Program already embodies a consensus to pool funding to meet a regional objective (i.e., commuting efficiency to reduce congestion and

improve air quality) and this program could readily be expanded to offer additional incentives, including encouraging employers to locate near transit; and

WHEREAS “Traffic Buster Grants,” an idea originated in Oregon, could be instituted to award funding for independently verified reductions in congestion along priority regional travel corridors—such as rewarding both the protection of undeveloped exurban lands and the development of urban brownfields well served by transit—that, without such reductions, might require far more expensive capacity enhancements.

BE IT RESOLVED THAT the Citizens Advisory Committee urges the TPB to become a national leader in adopting and generously funding cutting-edge regional transportation planning and capital programs that: encourage housing and jobs be located within walking distance of Metrorail and commuter rail stations and bus stops along routes with very high frequency of service; partially reimburse companies that locate in TOD areas for beginning to provide transit commute benefits to their employees; and pay for measures that preserve existing roadway capacity in congested regional travel corridors.