Strengthening the Linkages between Transportation and Land Use Planning in the Washington Region

Presentation to the TPB Citizens Advisory Committee

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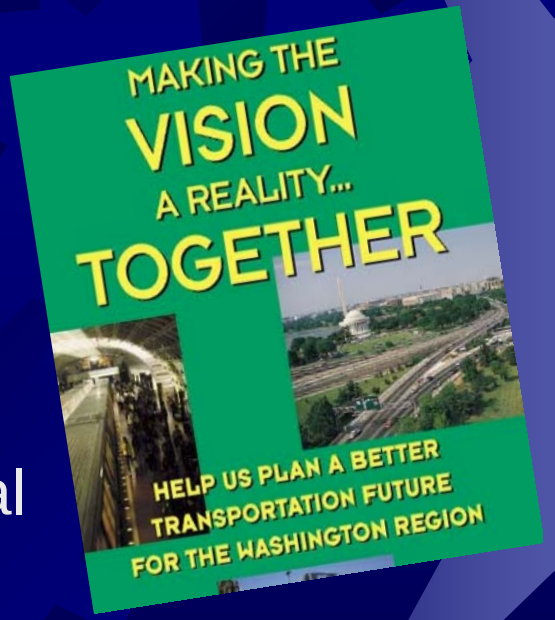
The TPB Vision

Approved in 1998

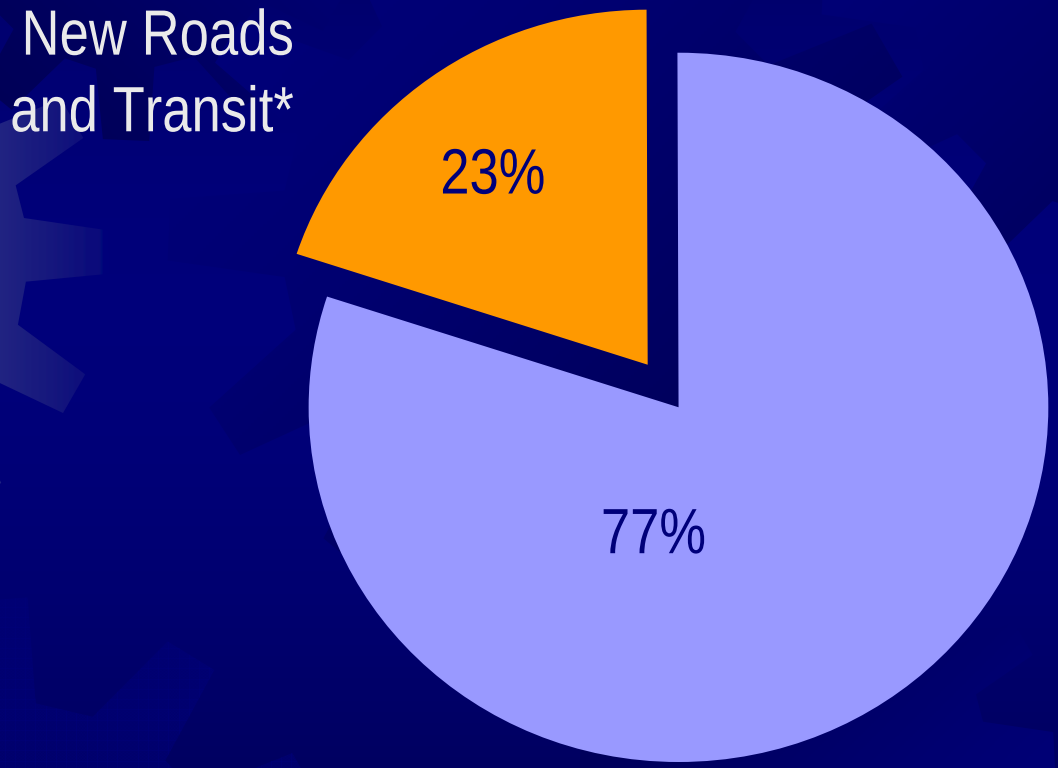
- A policy framework guiding the region's transportation investments in the 21st Century.
- Goals include:
  - Promoting activity centers
  - Increasing transit use
  - Reducing driving
- Based on the COG Visioning Exercise "Partnership for Regional Excellence" completed in 1992



In 2000, the TPB recognized that in many respects, the region's long-range transportation plan was falling short of the Vision...

Most Transportation Dollars Are Needed for Maintenance

Little money is available for new transportation projects



* Based on region's 2003 Constrained Long-Range Plan

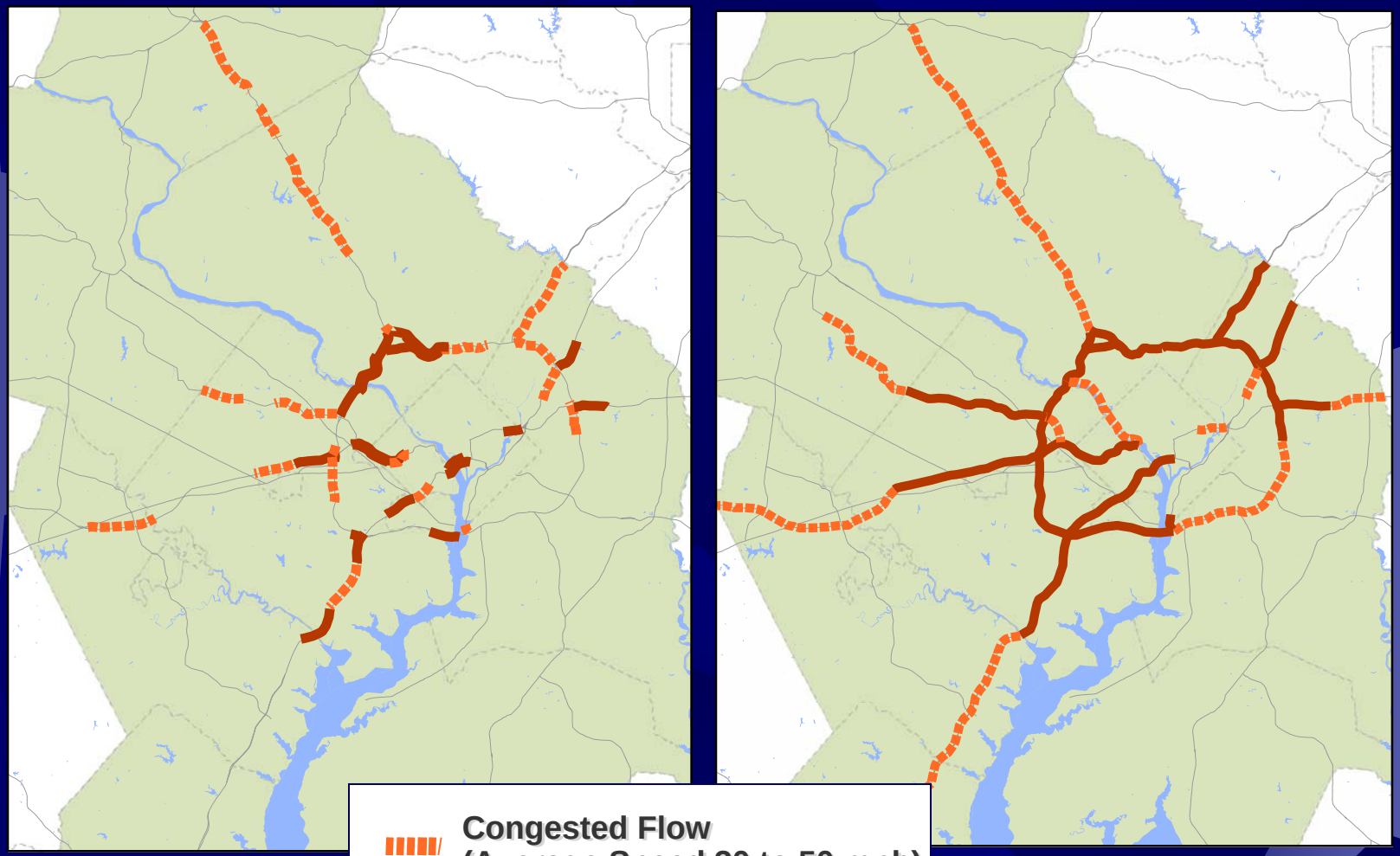
The Highway System Won't Keep Pace with Growth

Forecast Trends 2000 - 2030

Based on region's 2003 Constrained Long-Range Plan

Most of the Beltway Will Be Stop and Go

Evening Highway Congestion 2000 and 2030

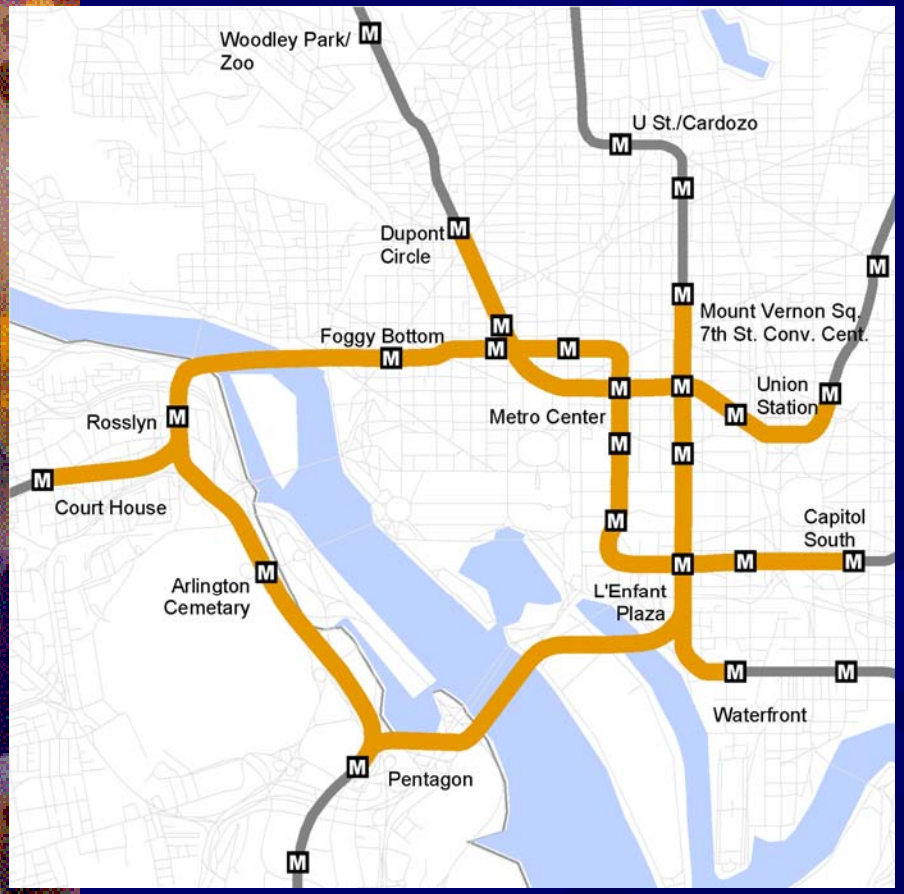


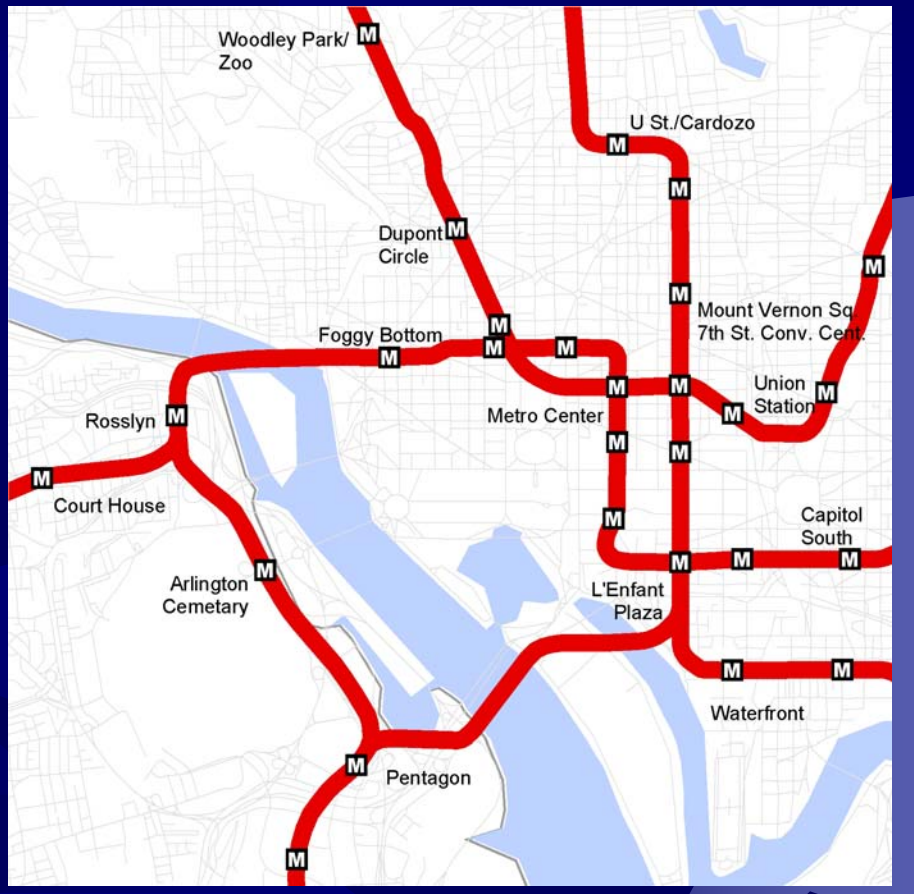
2000

2030

Metro Platforms and Trains Will Be Packed

Morning Peak-Hour Transit Congestion: 2000 and 2030





2000

Congested

Highly Congested

2030

Freeway Congestion Monitoring in the Washington Region

- 300 mile system monitored every 3 years through aerial photography
- 5 surveys to date: 1993, 1996, 1999, 2002, 2005
- 3 hours in the AM and 3 hours in the PM
- Photographs taken on multiple days (minimum of 3 days) with typical, recurring conditions

Findings of the 2005 Freeway Congestion Survey (Reported to the TPB on February 15, 2006)

- Total lane miles of congestion increased significantly since 2003 throughout both the AM and PM peak periods, with the greatest increase (64%) in the first hour of the PM peak (4.30 to 5.30pm).
- Congestion is generally in the "traditional" peak travel direction.
- However, some segments are congested in both directions during the peak period: 14th street bridge (AM and PM), I-66 inside the Beltway (AM and PM), the Wilson Bridge (AM), and the northwestern portion of the Beltway (PM).
- The two most congested segments involve travel from west to east in the PM peak period: I-495 from I-270 to Connecticut Avenue in Montgomery County; and the I-395 "in-bound" approach to the 14th Street Bridge.
- Capacity increases have improved conditions at certain locations (US 50, Springfield Interchange, Capital Beltway at Dulles Toll Road).

Tackling Recurring Freeway Congestion – Short Run

- **Capacity Increases To Address Bottlenecks**
  - Adequate freeway to freeway, freeway to arterial,and arterial to freeway connections
  - High Occupancy Toll (HOT) or Express Toll Lanes (ETL)
- **Transit and Demand Management**
  - Adequate transit funding and capacity
  - Ridesharing and telecommuting

Tackling Recurring Freeway Congestion – Longer Run

- Ensure new highway, toll lane, and transit facilities are integrated with plans for concentrated, mixed use development
- Look at Alternative Land Use/Transportation Futures: What if job and housing growth were shifted, in coordination with new roads or transit?
- In 2000, the TPB initiated the "Regional Mobility and Accessibility Study" to analyze alternative land use/transportation futures

The Regional Mobility and Accessibility "Scenario" Study

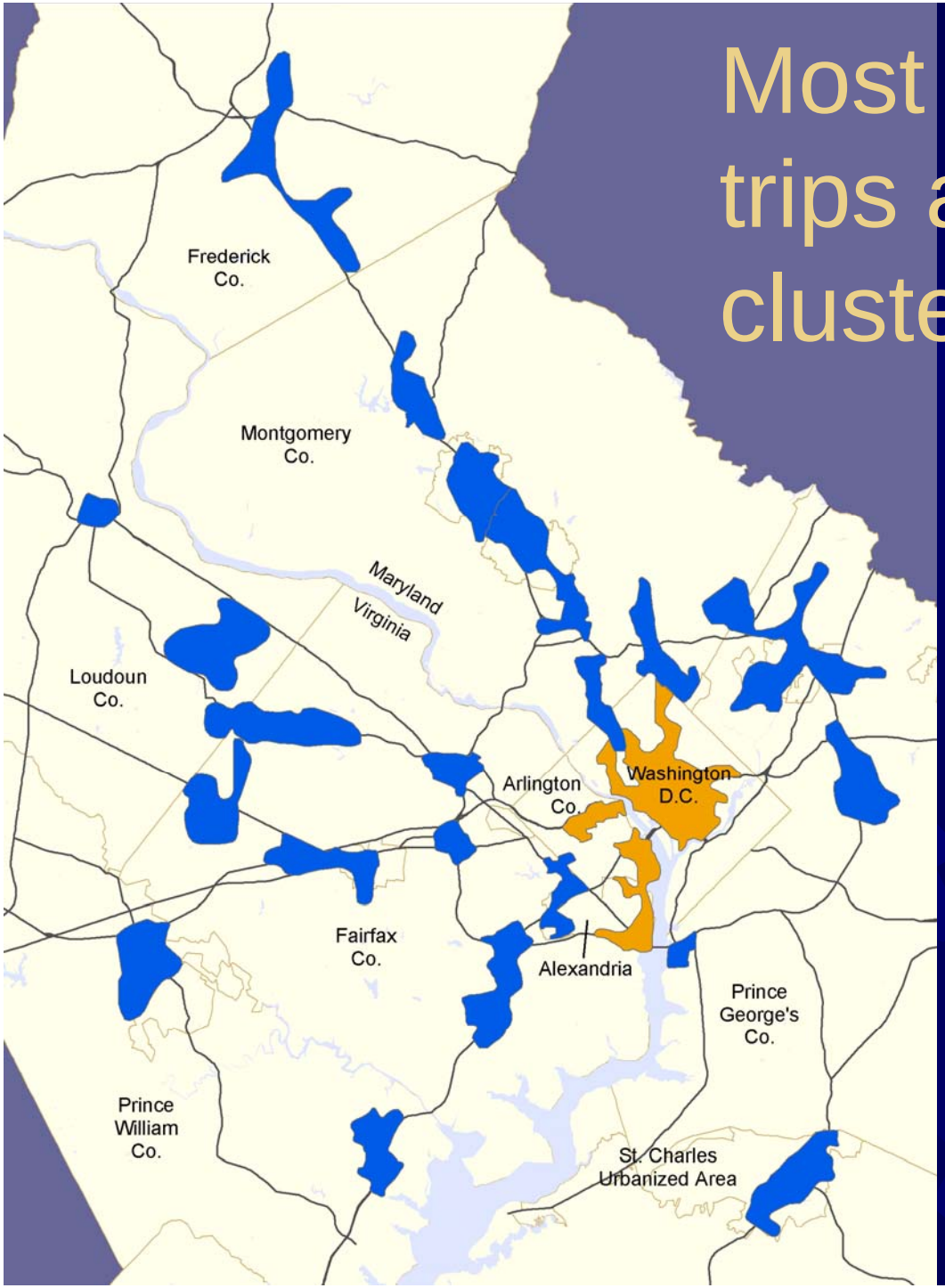
- On January 18, 2006 TPB was briefed on results to date of this study, and the COG Board was briefed on February 8

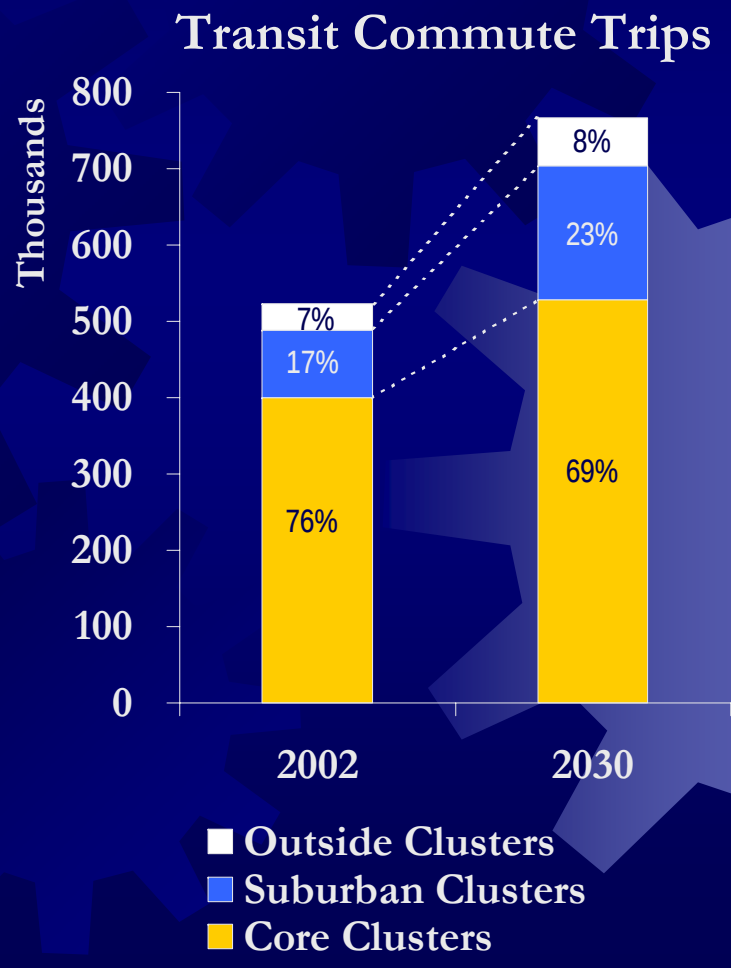
- Study identified two key longer-run strategies that would significantly increase transit use, walking and biking and decrease driving and congestion for 2030:

  - Increase household growth in the region, and concentrate that growth in regional activity centers, with supporting transit improvements

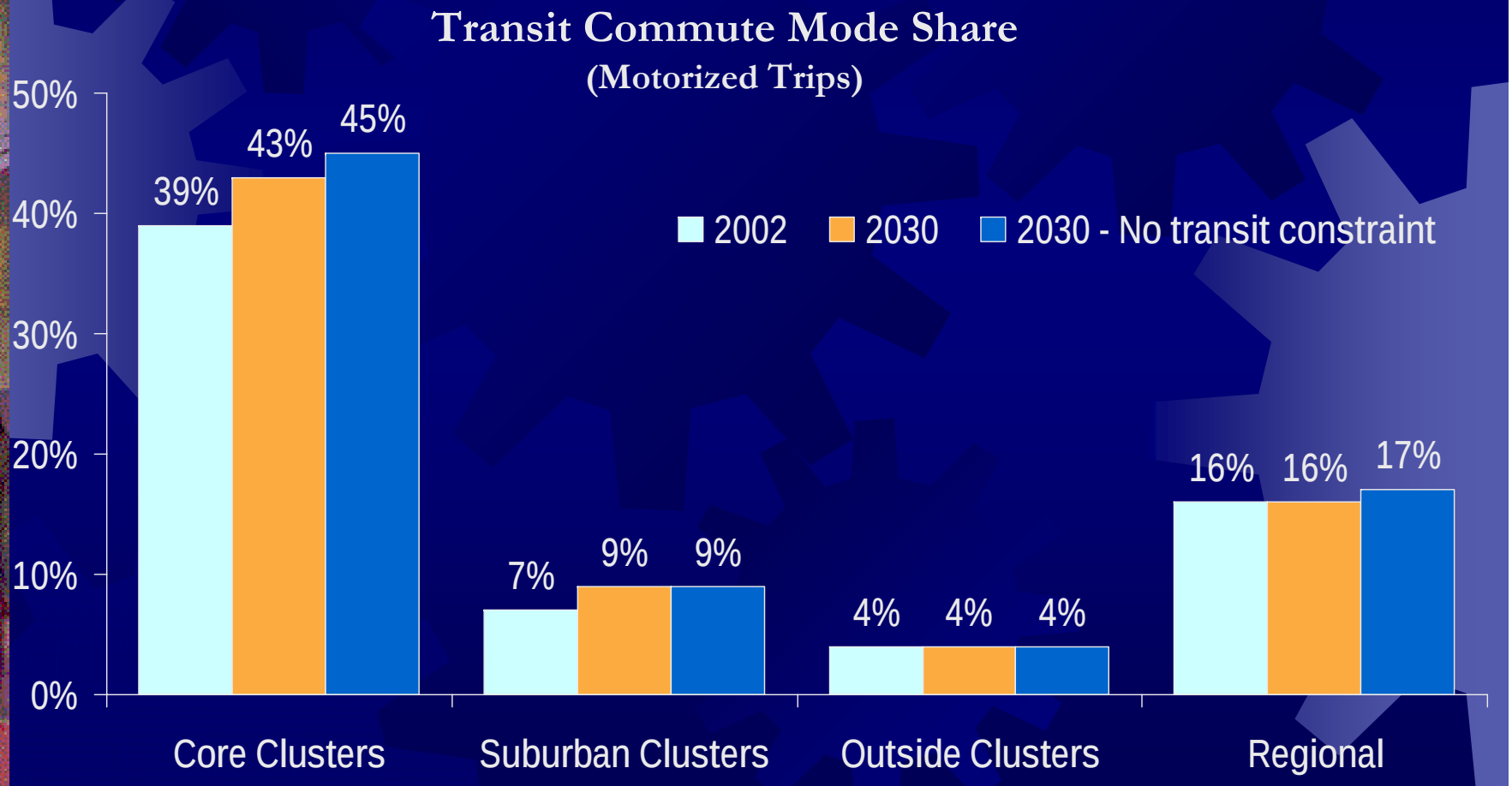
  - Encourage more development on the eastern side of the region, with supporting transit improvements

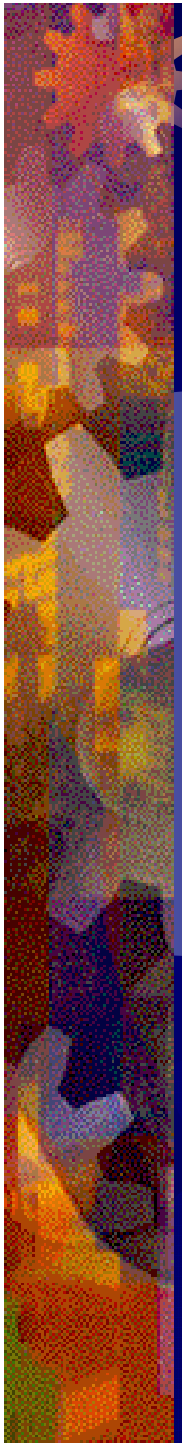
Most transit commute trips are to activity clusters





Transit commute mode share is increasing in activity clusters





How Can the TPB Strengthen Support for Promising Land Use/Transportation Strategies?

- Support planning studies and transportation improvements for promising land use initiatives
- Perhaps adapt “Transportation for Livable Communities” Programs from other Metropolitan Planning Organizations (e.g. San Francisco, Atlanta, Burlington, Philadelphia)

Metropolitan Transportation Commission (San Francisco)

- Transportation for Livable Communities (TLC) - 1997
- Trend-setting program emulated by others
- Uses federal transportation funds sub-allocated to metro area to support planning activities and capital projects, including:
  - Pedestrian circulation improvements around transit stations
  - Bicycle routes connecting to stations
  - New or improved entrances to stations
  - Transportation infrastructure improvements to facilitate higher residential density near stations
- Focus is on smart growth/livability

Atlanta Regional Commission

- Livable Centers Initiative (LCI) - 1999
- Selects qualifying “communities” to receive planning assistance rather than specific projects
- A portion of annual transportation funding is earmarked for projects from these communities:
  - Public plaza improvements
  - Pedestrian hazard elimination
  - Street lighting
  - Bicycle lanes and sidewalks
- Focus is on concentrated development in activity centers around the metropolitan

Chittenden County Metropolitan Planning Organization (Burlington)

- Transportation for Livable Communities (TLC) - 1999
- Modeled after San Francisco program
  - Much smaller scale
  - Grants for planning activities only
  - Technical assistance role
  - Focus on bicycle/pedestrian accommodation and community involvement process

Delaware Valley Regional Planning Commission (Philadelphia)

- Transportation and Community Development Initiative (TCDI) - 2002
- Multi-state program
  - Single project selection committee, but funding is pre-divided among states (2/3 PA, 1/3 NJ)
- Grants for planning activities only
- Focus on revitalization, with list of eligible communities with demonstrable need
  - Population loss, low median income
  - Regional transportation efficiency and growth management as side benefits

Summary of Transportation – Land Use Incentive Programs

Metropolitan Area	Multi-State	Inception Year	Eligible Activities	Annual Planning Grant Budget	Maximum Planning Grant	Annual Capital Grant Budget	Seed Funding Source(s)	Program Emphasis
San Francisco	No	1997	Planning and Capital	$500,000	$50,000	$29.5 million	TE, CMAQ, STP, State	Livability and Housing
Atlanta	No	1999	Planning and Capital*	$1 million	$150,000	$30 million*	STP (Q23)	Land Development and Density Concentration
Burlington	No	1999	Planning Only	$50,000	$20,000		TE, STP	Community Process and Bike/Ped
Philadelphia	Yes	2002	Planning Only	$1.5 million	$100,000		STP	Revitalization and Community Development

* The Atlanta grant program is for planning activities only, but an amount is earmarked in the TIP for use on projects in program communities

Next Steps

COG/TPB staff currently reviewing:

- Transportation/land use incentive programs in other areas
- Experience to date in promoting transit-oriented development strategies in the Washington region
  - Would incentive programs have helped in earlier applications?
  - What kinds of incentive programs are currently in place at the state and local levels?

Outlook

- COG/TPB staff plan to develop alternative transportation/land use incentive approaches for consideration by the TPB and the COG Board

- Alternatives will be presented to TPB and COG Board in July/September of this year