

ITEM 12 - Information
July 19, 2006

Briefing on Approaches for Strengthening the Linkages Between
Transportation and Land Use Planning in the Region

Staff

Recommendation: Receive briefing on refined approaches for strengthening the linkages between transportation and land use reflecting comments made at the June 21 meeting.

Issues: None

Background: At the April 19 and May 17 meetings, the Board was briefed on experience to date with transportation-land use incentive programs currently underway in other metropolitan areas. At the June 21 meeting, the Board was briefed on alternative approaches for strengthening the linkages between transportation and land use planning in the Washington region.

*Strengthening the Linkages
Between Transportation
and Land Use Planning
in the Washington Region*

Presentation to the Transportation Planning Board

Ronald F. Kirby
Director of Transportation Planning

July 19, 2006

Recap of Previous Discussion

- At the June 21 TPB meeting, Board members were presented with:
 - The context of current and projected transportation and land use plans and conditions in the region
 - A summary of previous and ongoing TPB activities focused on linking land use and transportation
 - Three options for potential TPB initiatives, modeled after programs in other regions around the country . . .

Option 1

Patterned after MTC (San Francisco)

- Administer a grant program for both planning and capital activities, with funding awarded to projects based on merit and adherence to set criteria
 - Reserve around \$30 million annually in funds from STP, TE, CMAQ, or other sources, to fund selected projects
 - Develop selection criteria to use in evaluating submitted projects
 - Oversee project selection and contract development
 - Track project progress
 - Carry out ongoing program review and assessment
- Based on MTC experience, could expect to fund only one in five submitted projects

Option 2

Patterned after DVRPC (Philadelphia)

- Administer a grant program for planning activities only, with funding awarded to projects based on merit and adherence to set criteria
 - Reserve \$1-2 million annually from STP funds or other sources to fund selected projects
 - Develop selection criteria to use in evaluating submitted projects
 - Oversee project selection and contract development
 - Track project progress
 - Carry out ongoing program review and assessment
- Based on DVRPC experience, could expect to fund only one in four submitted projects

Option 3

Use TPB Planning Funds to Identify Priority Needs and Promote Solutions

- Using resources out of the TPB Unified Planning Work Program, and informed by results of RMAS, identify priority transportation “gaps” or needs (large- and small-scale) crucial to advancing regional land use goals
- Help build consensus around needs
- Facilitate discussion about possible solutions to these focused needs, explore funding options, and promote inclusion of priority projects in the region’s Constrained Long Range Plan (CLRP)

Project Assessment Committee Structure for Options 1 & 2: Experience from other MPOs

- The committees are comprised of the following:
 - Local, state, and regional agency representatives
 - Representatives of non-profit and academic communities
 - Citizen members
- Both MTC and DVRPC use this structure

Project Selection Criteria for Options 1 & 2: Experience from other MPOs

- Other MPOs have based selection criteria on their vision documents and scenario study processes
 - MTC (San Francisco) criteria based on 2002 “Smart Growth Strategy”; ***include community involvement, transportation-land use integration, breadth of transportation choices, encouragement of compact development, and support of neighborhood “placemaking”***
 - ARC (Atlanta) criteria resulted from identification of regional priority locations: ***activity centers, town centers, corridors, and “emerging” centers or corridors***. Projects are to encourage mixed-use, mixed-income development in these locations and multi-modal access, and have strong public involvement
 - DVRPC (Philadelphia) criteria were derived from the *Horizons 2025* Plan which identified ***locations with a need for redevelopment*** and strategies to encourage redevelopment with transportation investment

*Examples of Projects
Funded by Grant Programs
in Other Regions*

MTC (San Francisco) Program: Project Examples

- Vallejo – Sereno Village Apartments and the Sereno Transit Center
 - Suburban community of affordable apartment units built by non-profit organizations near a bus facility
 - \$382,500 grant (with \$50,000 local match) to the City of Vallejo for *pedestrian and transit access improvements*



MTC (San Francisco) Program: Project Examples

Existing



Planned



- Richmond Transit Village
 - Proposed mixed-use development in an economically depressed area
 - \$865,500 grant (with \$112,100 local match) to the Richmond Redevelopment Agency for pedestrian and transit access improvements, a plaza, and relocation of surface parking

ARC (Atlanta) Program: Project Examples

● Perimeter Center

- Largest corporate office market in the Southeast; also greatest jobs-housing imbalance in region
- \$150,000 in planning funds and almost \$7 million in capital funds have gone toward increasing mobility for all transportation modes
- Projects included sidewalk connectivity, intersection improvements, a shuttle circulator, and other improvements
- Proposals for construction of 2,000 new residential units



ARC (Atlanta) Program: Project Examples



- West Lake MARTA Transit Area
 - Study extends beyond traditional ½-mile radius
 - *Focus on barriers to station access, unrealized transit potential, redevelopment opportunities, provision of wide range of housing choices, and potential to transform area into pedestrian-friendly environment*

DVRPC (Philadelphia) Program: Project Examples

- Beverly City, NJ – Waterfront Plan and Transit-Oriented Development
 - Lack of recreation opportunities, access, and protection of the existing waterfront
 - Study addressed design for a waterfront park, relocation of parking lots, improvements for pedestrians, and improving connections to a light rail station
 - Effort has spurred development interest, including a proposal for townhomes, multi-story buildings with stores and galleries, an amphitheater, lighthouse, and park

DVRPC (Philadelphia) Program: Project Examples

- Pottstown, PA – High Street Redesign and Traffic Calming
 - High-volume, high-speed “main street” through business district
 - Study identified measures such as back-in angled parking, creation of a center turn lane, establishment of exclusive bicycle travel lanes, and the provision of new signage, markings, and signals to direct motorists and pedestrians
 - Improvements now complete as planned



*How could a transportation –
land use grant program for the
Washington Region work?*

Accommodating a Multi-State Region

- Funds that come from each state would only go toward projects in that state
 - For the program in the Philadelphia Region, 2/3 of funds come from PA and 1/3 from NJ; grants are distributed in the same proportion
- Projects would be selected by a single regional assessment committee and approved by the TPB

Selection Criteria Development for the Washington Region

- Selection criteria for a grant program for this region would be based on:
 - TPB Vision Goals, Objectives, and Strategies
 - Results of the Regional Mobility and Accessibility Study

The TPB Vision (1998)

A Foundation for Action

Policy Goal #2

“ . . . healthy regional core and dynamic activity centers with a mix of jobs, housing, and services in a walkable environment.”

Policy Goal #7

“ . . . better inter-jurisdictional coordination of transportation and land use planning.”

Policy Goal #2, Strategy #2

“Encourage local jurisdictions to provide incentives for concentrations of residential and commercial development along transportation/transit corridors within and near the regional core and regional activity centers, such as zoning, financial incentives, transfer of development rights, priority infrastructure financing, and other measures.”

Funding

- Other MPOs have funded grant programs with a combination of STP, CMAQ, TE, and other sources
- The situation in this region is more complex; each of the three state-level jurisdictions has a different method of allocating these funds to projects
- To the maximum extent possible, a similar program here would be set up to avoid diminishing funding sources already committed to needed transportation activities
 - Could consider seeking direct funding support from the governors of Maryland and Virginia and the mayor of the District of Columbia, or new appropriations of federal dollars

Selection Criteria

- Other MPOs have based selection criteria on their vision documents and scenario study processes
- Selection criteria for a program in this region would be designed to promote projects that help accomplish one or more of goals derived from the TPB Vision and the Scenario Study, beginning with these:
 - Facilitate addition of more households to the region in close proximity to activity centers
 - Support more development, especially employment, on the eastern side of the region
 - Support existing Activity Centers as well as potential new Activity Centers (particularly on the eastern side of the region and in the outer jurisdictions)

Next Steps

- Based on comments received at the July 19, 2006 TPB meeting, staff will prepare a detailed proposal for the TPB's consideration at its September 20, 2006 meeting
- It is suggested that the proposal include:
 - Conducting a “gap analysis” to identify not yet addressed challenges to implementation of desired transportation/land use scenarios
 - If warranted by the results of the “gap analysis”, a framework for a grant program, including project selection criteria and process, and associated funding sources
 - The “gap analysis” and program development to be completed for action by the TPB before the end of this calendar year