

Integrating Land Use And Transportation Strategies

PURPOSE

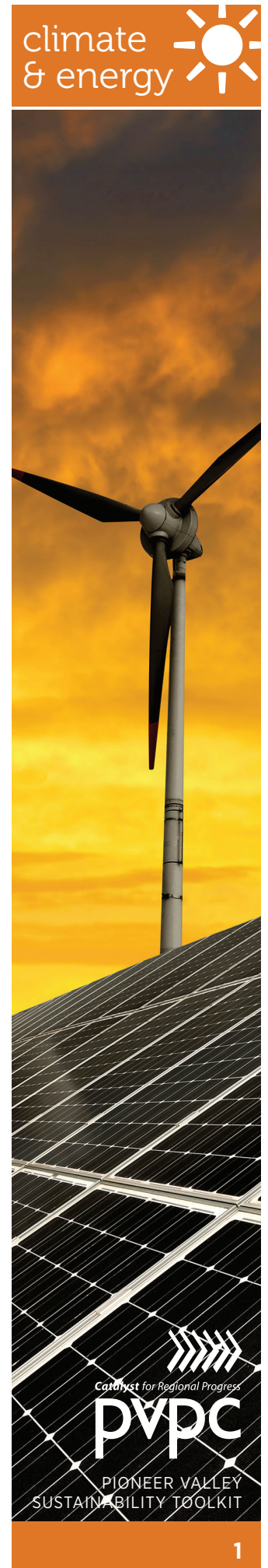
To help reduce green house gas emissions by aligning transportation plans with sustainable land use strategies through strategic targeting of federal and state funds for sustainable infrastructure/development projects.

HOW IT WORKS:

Long-range Regional Transportation Plans (RTPs) and Transportation Improvement Plans (TIPs) provide the most important opportunities for linkages with local and regional land use goals. These linkages can take the form of evaluation criteria for analyzing potential transportation investments, or targeting of transportation funds for sustainable development projects.

Transportation agencies can:

1. include land use goals as part of scoring criteria for transportation projects, and;
2. create specific funding programs for transportation projects that support community and land use goals, such as pedestrian or streetscape improvements, mixed-use infill, transit-oriented development and transit improvement projects.



EXAMPLES OF WHERE STRATEGY HAS BEEN ADOPTED:

1. Include land use goals as part of scoring criteria for transportation projects

Aligning Transportation with Land Use: Atlanta Regional Commission

In Georgia, the Atlanta Regional Commission has taken several steps to better align its long range transportation decision-making processes with local land use goals. For the 2025 Regional Transportation Plan, ARC's scoring criteria for federal STP and CMAQ funds included support of local land use, which can provide a maximum of 15 points out of 135 total.

ARC has also created a \$350 million fund to help local agencies implement bicycle and pedestrian projects, streetscape projects, transit access improvements, and parking coordination efforts. To help local jurisdictions develop projects for this fund program, ARC has also provided funding for planning under a separate grant program called the Livable Centers Initiative.

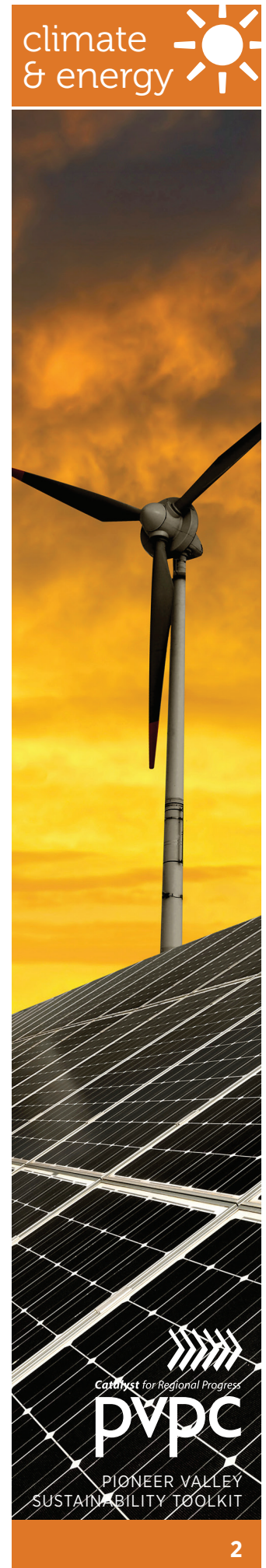
Supporting Sustainable Land Uses with Transportation: North Central Texas COG

NCTCOG's Mobility 2030 Plan is the Metropolitan Transportation Plan for the Dallas-Fort Worth area, which establishes sustainable development as the region's strategic approach to transportation planning, programming, and construction. Sustainable development leverages the land use/transportation relationship to improve mobility, enhance air quality, support economic growth, and ensure the financial stability of the transportation system. The plan recognizes four categories of sustainable development:

- » Strategic Urban Development
- » Integrated Land Use Planning/Urban Design
- » Transit-Oriented Development
- » Access Management

The NCTCOG's Sustainable Development Funding Program was created by its policy body, the Regional Transportation Council (RTC), to encourage public/private partnerships that positively enhance existing transportation system capacity, rail access, air quality concerns, and/or mixed land uses. By allocating transportation funds to land use projects promoting alternative transportation modes or reduced automobile use, NCTCOG and its regional partners are working to address escalating air quality, congestion, and quality of life issues.

The program is designed to encourage planning and foster growth and development in and around historic downtowns and Main Streets, infill areas, and along passenger rail



lines and at stations. Three Calls for Projects were conducted in 2001, 2006, and 2010 to fund Sustainable Infrastructure, Landbanking, and Planning projects.

Program goals include:

- » Respond to local initiatives for town centers, mixed use growth centers, transit oriented developments, infill and brownfield developments, and pedestrian-oriented developments;
- » Complement rail investments with coordinated investments in park-and-ride, bicycle and pedestrian facilities;
- » Reduce the growth in vehicle miles traveled per person;
- » Promote economic development throughout the region through public-private partnerships.

Staff review project applications for the following criteria:

- » the proposed land-use change;
- » the private/public partnership and commitment to the project;
- » the project's consistency with the Mobility 2025 Update;
- » the project's consistency with Regional Transportation Council (RTC) policy on sustainable development.

Sustainable Development projects of approximately \$124 million over the past decade have been selected for funding through the program, with additional local match contributions of \$31 million from local governments and the private sector. Most of the funding is provided by Regional Toll Revenues (RTR).

This program supports private sector investment in mixed/integrated land use, infill development, transit, and pedestrian-oriented development by providing dedicated planning assistance and designating transportation project investments to support those projects. NCTCOG works through local governments to identify potential Development Excellence partners, to support their participation in the process, and ultimately to select projects that will receive dedicated transportation support. The program focuses on "joint ventures", referring to the contributions from multiple stakeholders: in addition to the developer's investment and the transportation investments, selected projects receive local tax, zoning, and other regulatory support.

FOR MORE INFORMATION:

<http://www.nctcog.org/trans/sustdev/landuse/>



Denver (Colorado) MPO

The Denver Regional Council of Governments' (DRCOG) selection criteria for local projects in the 2005-2010 TIP include up to 16 points (out of 100) for various, specified local actions supporting the regional Metro Vision. Points are awarded for a variety of criteria including signing the regional Mile High Compact, protecting open space, approving infill and mixed use development plans, adopting zoning changes, completing major streetscape projects, and building multi-family housing.

Wilmington (Delaware) MPO

In the late 1990s, the Wilmington Area Planning Commission (WILMAPCO) designated "Transportation Investment Areas" in the Wilmington region, including Center, Community, Development, and Rural areas. The agency has used these areas in the screening of projects for the LRTP to ensure that projects are appropriate to their respective area. WILMAPCO reports that a primary application of the policy has been to identify urban centers in which pedestrian and bicycle facilities should be included along with roadway improvements. Contact: Heather Dunigan, Principal Planner (302-737-6205).

Maryland State agencies, including DOT

Since the late 1990s, the State of Maryland has used priority funding areas to set criteria for State investments, including transportation investments by the Maryland Department of Transportation (MDOT). Priority Funding Areas are locations where the State and local governments want to target their efforts to encourage and support economic development and new growth. The criteria have led to the removal of bypass projects from MDOT's capital funding program, multimodal improvements in urban areas, and the use of access control as a tool for locating development. Contact: Don Halligan, MDOT Transportation & Land Use Planning (410-865-1294).

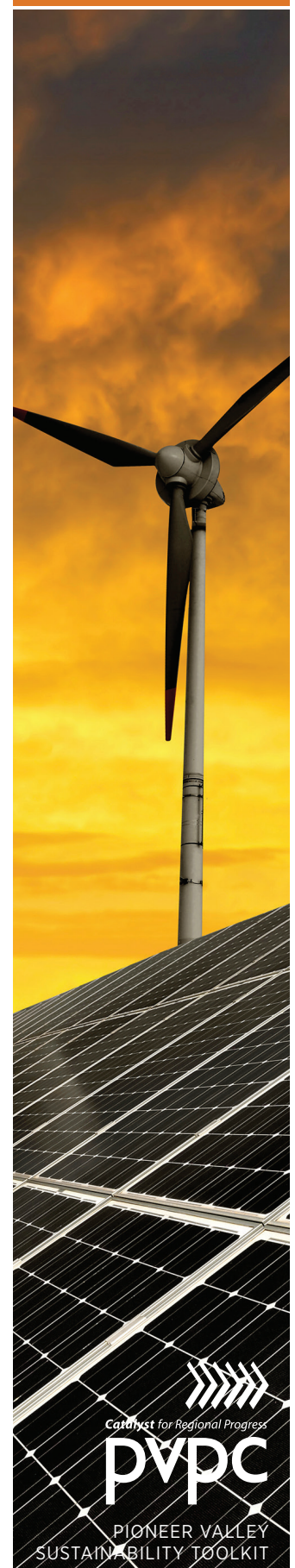
Seattle (Washington) MPO

The Puget Sound Regional Council's (PSRC) 2002 Regional TIP Policy Framework includes project selection criteria for consistency with Vision 2020, a regional transportation and land use vision adopted in 1990 and updated in 1995. Candidate TIP projects receive points for supporting designated urban centers, manufacturing/industrial centers, and connecting corridors, with specific criteria including circulation/continuity, urban environment, mobility/accessibility, benefit to the center, and sustainability. See: Puget Sound Regional Council, "Regional Project Evaluation Criteria."

LINKS TO MODEL BYLAWS OR MORE INFORMATION:

FOR MORE INFORMATION ON THE ATLANTA REGIONAL COMMISSION:

<http://www.atlreg.com/transportationair/transportationair.html>



2. Create specific funding programs that support community- and land use- oriented transportation projects, such as pedestrian, streetscape, mixed-use infill, transit-oriented development and transit improvement projects

EXAMPLES:

San Francisco (California) MPO

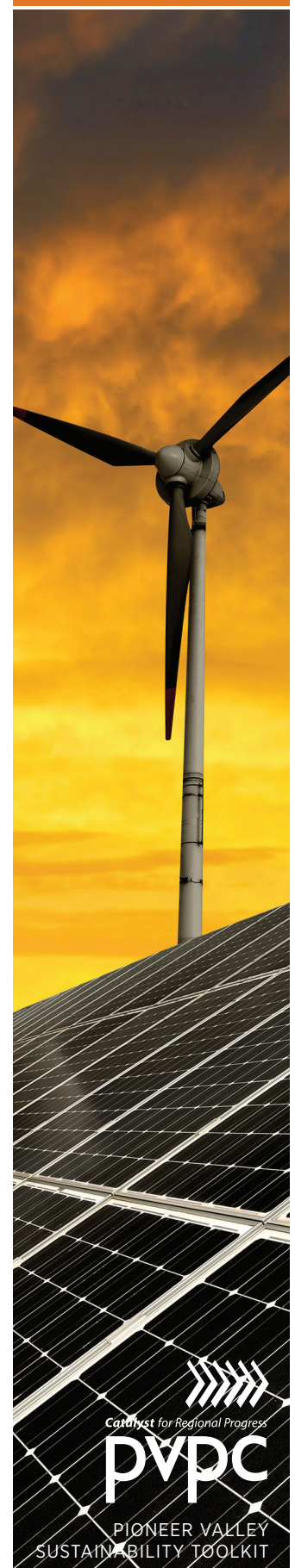
Since 1998, the Metropolitan Transportation Commission’s (MTC) Transportation for Livable Communities program has provided planning and capital improvement grants for town centers, public transit hubs, key streets and other improvements designed to foster community vitality. The Housing Incentive Program provides additional funding for streetscape, pedestrian, bicycle, and other infrastructure improvements for communities building housing within 1/3 mile of rapid transit stations. Between 1998 and 2003, the programs funded \$2.2 million in planning grants and over \$54 million in capital grants and housing incentives. Funding has come from Federal sources including STP, CMAQ, and Transportation Enhancements, as well as from the State Transportation Development Act. Contact: Evelyn Baker, MTC (510-464-7753).

Dallas (Texas) MPO

Through the Land Use-Transportation Joint Venture Program, the North Central Texas Council of Governments (NCTCOG) provided \$41 million in STP and CMAQ funds between 2002 and 2004 for 19 transportation improvements (such as pedestrian and bicycle improvements) supporting transit-oriented developments, mixed-use, urban developments, and infill developments. Federal funds were matched with local, private sector funds, local/city funds, tax increment financing district funds, and right-of-way land donations. Due to the success of the first call for projects, NCTCOG issued a second \$40 million Sustainable Development call in October 2005. In addition to transportation infrastructure improvements, funds are available for land banking and local sustainable development planning programs. NCTCOG reports that as a result of the first call for projects and in anticipation of the second call, many local governments have updated or changed their zoning to include classifications that will allow mixed-use sustainable development projects to be built by right. In addition, NCTCOG is “trading” local for federal dollars to streamline and quicken implementation of small infrastructure projects that support development. Contact: Alicia Hopkins, NCTCOG (817-608-2380).

Massachusetts Executive Office of Transportation

The 2004 Massachusetts’ Transportation Bond Bill directed the Office for Commonwealth Development (OCD) to create a Transit Oriented Development Infrastructure and Housing Support Program, to be administered through the Executive Office of Transportation (EOT). The program is providing \$30 million in financial assistance to public agencies for pedestrian improvements, bicycle facilities, housing projects, and parking facilities in mixed use developments located within one-quarter mile of a transit station. EOT is




Catalyst for Regional Progress

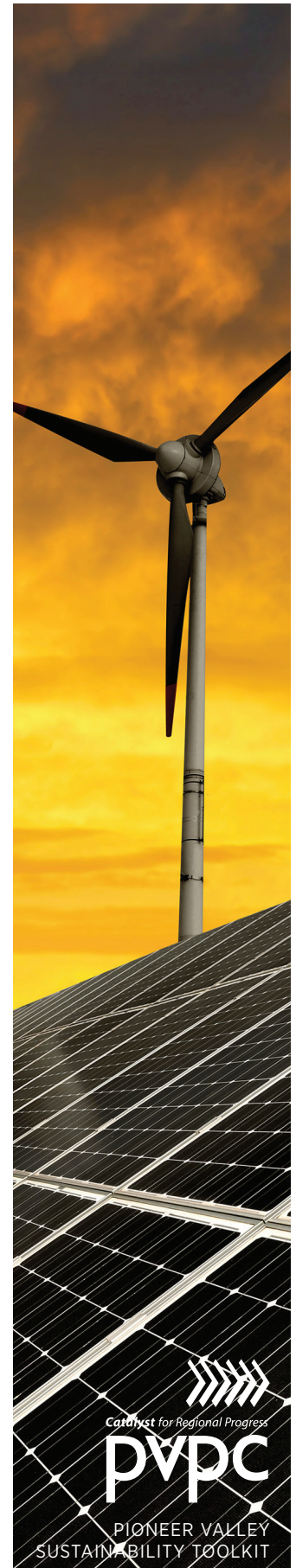
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SUSTAINABILITY TOOLKIT

collaborating with the Department of Housing and Economic Development (DHED) on implementing the housing component of this program. To ensure that projects support TOD principles, OCD, in consultation with EOT and DHED, established specific evaluation criteria for each of the four project types. Contact: Jane Healey, OCD (617-573-1388).

California: MPOs assigned responsibility for reducing GHG emission from cars and light trucks

In December 2008, the California Air Resources Board (CARB) approved the Climate Change Scoping Plan, which contains the main strategies California will use to reduce GHG emissions. An essential component of the state Scoping Plan is reducing GHG emissions from transportation. In September 2008, Governor Schwarzenegger signed Senate Bill (SB) 375 which mandates an integrated, regional land use and transportation planning approach to reducing GHG emissions from cars and light trucks. Cars and light trucks generate about 31% of statewide GHG emissions. The law directs CARB to establish regional GHG reduction targets for cars and light trucks and assigns Metropolitan Planning Organizations (MPOs) throughout the state (the Association of Bay Area Governments and the Metropolitan Transportation Commission in the Bay Area) to develop plans for achieving those targets. Essentially, SB 375 is a mechanism for implementing the measure in the state’s Scoping Plan related to reducing regional transportation-related GHG emissions. Through the SB 375 process local governments in the Bay Area (and in other regions) will have to work together to integrate development patterns and transportation networks in a way that achieves regional GHG reduction targets while also meeting housing needs, protecting greenspace, and addressing other regional planning objectives.



LINKS TO MODEL BYLAWS OR MORE INFORMATION:

SAN FRANCISCO METROPOLITAN TRANSPORTATION COMMISSION'S (MTC)
TRANSPORTATION FOR LIVABLE COMMUNITIES

http://www.mtc.ca.gov/planning/smart_growth/tlc/

MASSACHUSETTS TRANSIT ORIENTED DEVELOPMENT INFRASTRUCTURE AND
HOUSING SUPPORT PROGRAM

<http://www.reconnectingamerica.org/resource-center/browse-research/2006/transit-oriented-development-infrastructure-and-housing-support-program-guidelines/>

FOR MORE INFORMATION, PLEASE CONTACT

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