Connected Transit/Land Use Planning: SAFETEA-LU Opportunities in Planning and Project Development

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August 27, 2007

Traditional Transportation Planning at MPOs

- Local Elected Officials on Metropolitan Planning Organizations (MPOs) Boards Wear 2 Hats:
  - Lead local economic development, land use planning/zoning
  - Lead MPO in Transportation Plan and Program Development
- Transportation Plans/Programs Assume Future Land Use Patterns, which May Be Revisited
- Planning Begins with Public/Stakeholder Future Visions
- Goals Translated into Measurable Objectives and Performance Indicators
- Testing/Evaluation of Transportation Alternatives (plans/programs) Involving the Public and Stakeholders
- Consensus on Long-Range Plan / Short-Range Program
**Successful Development Around Transit, ULI, 2003**

*9 Key Principles*

1. Begin with a flexible, realistic regional **VISION**
2. Promote **PUBLIC-PRIVATE PARTNERSHIPS**
3. Size **PARKING** amount, type, location
4. See Station as a **PLACE**, not just a terminal
5. Promote the right **MIX** of development
6. Promote **MIXED USE** development with transit
7. Make the most of **BUS SERVICE**
8. **PRICE** the products right
9. Educate the **CORPORATE COMMUNITY**

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**Categories of SAFETEA-LU “Opportunities”**

1. Expanded “Scope” of Planning
2. Expanded and Improved Public / Stakeholder Involvement
3. Early Attention to Environmental and Community Resources
4. Emphasis on Operations & Management
5. Broader Project Eligibility for Funding
6. Special New Programs
I. Expanded “Scope” of Planning

“…promote consistency between transportation improvements and State and local planned growth and economic development patterns;”

Balanced focus on regional, as well as local growth policies and patterns
“Consistency” implies a negotiation process with discrepancies resolved mutually
Can involve committee, technical, and analytic work
Supports Principles #1 and 4

II. Expanded and Improved Public / Stakeholder Involvement

Consultation with agencies for “…State and local planned growth and economic development…” in preparing plans and programs
Preparation of a “Participation Plan” with the Participation of Citizens, Agencies, Stakeholders, etc.
Involvement of Land Management Stewards - Indian Tribes and Federal Lands Agencies
Improved Means of Communication with Stakeholders
  – “visualization techniques”
  – “electronically accessible format, such as World Wide Web”
Public / Stakeholder Involvement continued

Transportation plans prepared consulting with State, tribal, and local agencies for:
- Land Use Management;
- Natural Resources;
- Environmental Protection;
- Conservation; and
- Historic Preservation.

Compare transportation plans to State and tribal conservation plans/maps/inventories
Supports Principles #2, 4, and 9

III. Early Attention to Environmental and Community Resources

- Plans to consider environmental mitigation measures – may be “systems level”
- Explicit requirement to consult with land management, wildlife, and regulatory agencies
- Opportunities to link planning & environmental review activities
- Supports Principles #1, 2, and 4
IV. Emphasis on Operations & Management

- Plans to include operations and management strategies
- Congestion Management Processes (in the larger areas) can include Demand Management, Growth Management, and Congestion Pricing
- Supports Principles #3, 7, and 8

V. Broader Project Eligibility for Funding

Definition of “Capital Project” expanded to include improvements to commercial revenue-producing intercity bus & rail stations/terminals

- Economic Link – enhances economic devt or incorporates private investment
- Public Transit Benefit - related physically or functionally or improves public/private coordination
- Revenue for Transit - “fair share” of commercial revenue should support transit and “reasonable” payment to transit expected from private tenant
- Cost Sharing – occupants have reasonable cost share
Broader Project Eligibility for Funding cont.

Other Transit Program Provisions
- Property sold for joint development by grantees regarded as “program income” and can be reinvested/spent on eligible activities
- “Highest and Best Use,” for appraisal, a combination of financial return and benefits to the transit project
- Closely related and supported by Innovative Finance, which will conserve resources by accelerating implementation schedule

New Starts Program
- Justification includes “economic development effects” and transit supportive land use policies and patterns
- Items considered are reduced infrastructure costs from compact development, cost of sprawl, population density, and promotion of economic development

Supports Principles #1, 2, 3, 4, 5, 6, 8, and 9

VI. Special New Programs
- Center for Transit-Oriented Development
- Public Transportation Participation “Pilot” Program
- Transportation, Economic, and Land Use System (TELUS)
MPO Roles in TOD: Setting a Strategic Context (AMPO 2004)

“Noteworthy MPO Practice in Transportation-Land Use Integration”

Educating the Public and Stakeholders

- Olympia, WA (Thurston Regional Planning Council) used FTA and FHWA planning funds to sponsor educational forums and emphasized the role of MPO Boards in land use/transportation link
- San Antonio-Bexar County MPO prepared an interactive CD for positing alternative land use/transportation scenarios and assessing

MPO Roles in TOD - Setting a Strategic Context

MPO Catalyst for a Regional Vision

- Southern CA Association of Governments prepared informational materials for MPO Board on transportation/land use cross-effects
- Atlanta Regional Commission provided seed funds to local jurisdictions to do land use/transportation studies in regional context
- Denver (DRCOG) “Metro Vision,” focused broadly in land use, transportation, water, etc.
  - Sets context for preparation of Regional Transportation Plan
  - Basis for setting priorities for programming in TIP
- DRCOG also funds to localities for station area plans
Capitalizing on Opportunities

- Peoria, IL Tri-County Regional Planning Commission expanded scope of a traffic congestion study to include land use scenarios.

Roles States Can Play

- States are in a unique position to:
  - Promote regional coordination;
  - Forge collaborative working relationships
  - Develop a set of goals
  - Implement programs and funding initiatives that achieve these goals
  - Provide financial incentives
  - Remove regulatory and statutory barriers to land use
  - Promote public-private partnerships
  - Provide planning, policy research, technical assistance and information
In Conclusion

- The planning process represents a strategic opportunity to engage the public and stakeholders, craft TOD/JD program concepts as part of broad regional vision, and forge funding partnerships.

- SAFETEA-LU provides direction and encouragement to the planning and programming process to strengthen the land use connection and promote TOD and joint development with the private sector.

- SAFETEA-LU contains important provisions regarding program flexibility and fund eligibility that can support effective TOD/JD.

For More Information on TOD from FTA

FTA Website – http://www.fta.dot.gov/tod

FTA Region Offices - FTA Regional Administrators
  http://www.fta.dot.gov/regional_offices.html

FTA Headquarters
- Jayme Blakesley, Attorney-Advisor, 202-366-0304, jayme.blakesley@dot.gov
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