

*Transportation Incentive
Programs for Achieving
Land Use and
Transportation Goals in the
Washington Region*

Presentation to the Transportation Planning Board

Ronald F. Kirby
Director, COG Department of Transportation Planning

May 17, 2006

Review

At the April 19, 2005 TPB Meeting:

- Presented findings about initiatives by other MPOs
 - San Francisco, Atlanta, Burlington, Philadelphia
- Made preliminary assessment of Transit-Oriented Development in the Washington Area
 - 2004 TRB Report

- “Metropolitan Washington D.C. is a true success story in part because shaping land use was a goal of the original transit investment. Signature TODs abound in the District of Columbia, surrounding cities, and increasingly in outlying suburbs, a result of rebounding markets for in-town housing and commercial space, unfettered market forces, and interventionist public actions.”

TOD in the Washington Region Appears to be Gaining Momentum

- How significant was the approval of MetroWest in Vienna?

“It’s a vision that’s sweeping land-use decisions from Largo to Tysons Corner, where planners and politicians – to the chagrin of many neighbors – are accommodating the region’s demand for housing with densely packed homes on slivers of land near public transit with the goal of coaxing people from their cars.” - *The Washington Post*, 3/28/06



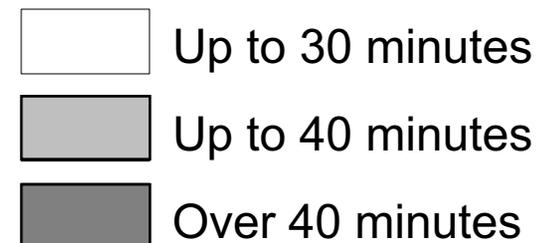
Sketch from MetroWest Concept Plan

The Washington Region is Already Viewed as a Model for TOD

- But there is still unfinished business . . .
 - The Regional Challenges Identified by the Regional Mobility and Accessibility Study
 - East-West divide
 - Distance between jobs and housing
 - Development occurring away from transit infrastructure
- Can more be done with transportation money to address these regional challenges?



Average Commute Time



Recent TOD Activity

District of Columbia

● New York Avenue

- Station constructed in response to development potential
- 1/3 federal, 1/3 District, and 1/3 private funding

● Navy Yard

- Expansion of entrance to accommodate stadium and redevelopment

● Anacostia

- Planned light rail line
- 2004 Anacostia Transit Area Strategic Investment and Development Plan

● Tenleytown

- Ongoing concerns about proposals increasing density

● Columbia Heights

- Mix of modified big-box and smaller commercial activity



Recent TOD Activity

Maryland

- Morgan Boulevard
 - Late 2005 agreement for mixed-use development in underdeveloped area
- Prince George's Plaza
 - Development underway; plenty of additional interest
- Rockville Pike
 - TOD plans underway for Shady Grove, White Flint, and Twinbrook
 - Twinbrook agreement renegotiated in 2006 to add density
- Silver Spring
 - Featured in ULI's "10 Principles of Reinventing America's Suburban Business Districts"

- West Hyattsville
 - 2003 planning studies funded in part by MDOT
 - Continuing development challenges



Recent TOD Activity

Virginia

- Rosslyn-Ballston Corridor
 - National model for TOD corridor
 - Continued transportation improvements in corridor
- Columbia Pike
 - Exploration of new zoning methods to facilitate development in conjunction with new light-rail
- Vienna
 - Transportation improvements to improve station access in advance of recently approved redevelopment
- Potomac Yard
 - Plan to build new Metro station on hold
- Dulles Corridor
 - Opportunities for TOD already being identified through a series of TOD seminars
- Braddock Road and East Falls Church
 - TOD studies conducted as Virginia Tech U. planning studio projects, including community involvement processes
- Huntington
 - Developer offered package of station access and streetscape improvements as a prelude to plan amendment and rezoning

TOD Institutional Initiatives

- WMATA Joint Development Program
 - Evaluates development potential of WMATA-owned land and establishes procedures for developer selection and public involvement
- Maryland's Smart Growth Program
 - Led MDOT to identify opportunities for TOD and commit resources for planning assistance
- DC Great Streets Program
 - Multi-disciplinary approach to corridor improvement
- Local Comprehensive Plans in Varying Methods and Degrees

Non-Governmental Organization TOD Initiatives

- National Trust for Historic Preservation – Main Street Programs
 - Often strive to leverage funds for small-scale transportation improvements
 - 10 accredited programs in DC alone
- Reconnecting America - Center for TOD
 - For-hire service to conduct a “TOD Strategic Assessment: an Initial Scoping Process” that includes stakeholder identification, site visit condition analysis, and recommendations for next steps

Challenges in Promoting TOD

- Regional context may not adequately be considered in local deliberations
- Problems outside the immediate periphery of transit stations may be neglected
- Planning studies and other initiatives may not be well-designed, or may not occur at the best time
- Complexity of forming cooperative agreements across multiple agencies and jurisdictions
- Temptation to accept TAD (Transit-Adjacent Development) instead of TOD

Summary of Transportation – Land Use Incentive Programs in Other Areas

<i>Metropolitan Area</i>	<i>Multi-State</i>	<i>Inception Year</i>	<i>Eligible Activities</i>	<i>Annual Planning Grant Budget</i>	<i>Maximum Planning Grant</i>	<i>Annual Capital Grant Budget</i>	<i>Seed Funding Source(s)</i>	<i>Program Emphasis</i>
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

Program methods differ as do program emphases – what methods and emphases are appropriate for this region?

TPB Options

1. Special Selection Process for Planning *and* Capital Projects
2. Special Selection Process for Planning and Technical Assistance Activities
3. Ongoing Regional Assessment of TOD Opportunities and Strategies

TPB Options

1. Create a special selection process for both planning and small-scale capital projects based on regional land use goals
 - a. Identify target areas and funds for qualifying projects (similar to Atlanta program); or
 - b. Select items to fund on a project-by-project basis (similar to San Francisco program)

TPB Options

2. Create a special selection process for funding planning and technical assistance activities only
 - Similar to programs in Philadelphia and Burlington
 - Could provide necessary seed money for projects that may otherwise stall
 - Could include development of a TOD “toolkit” designed for unique regional challenges

TPB Options

3. Conduct ongoing regional assessment of TOD opportunities and strategies
 - Similar approach to 2001 Circulation Systems and Greenways reports
 - Would encourage action by highlighting opportunities of particular importance in addressing regional challenges
 - Could provide guidance on project development strategies
 - Would focus continuing attention on regional transportation and land use goals

Next Steps

- Prepare a more detailed presentation of these options and how they might be implemented, for consideration at the June TPB meeting
- At the July meeting, seek the Board's view on which alternatives to pursue