

# ***Connecting Land Use and Transportation Implementation***

GRTA Board Retreat  
April 21, 2005



# Board Adopted Land Use Principles 2003 Retreat

- Recognize Private Property Rights
- Local Government Planning and Implementation
- Maximize Market Opportunities
- Best Practices
- Removal of Barriers
- Connect Transportation with Land Use
- Begin to Measure Progress
- Regional Discussion of Inno
- Station Area Planning
- Development Review

Identify corridors or development opportunities that are well suited to transportation investment based on existing or planned land uses, and find ways to facilitate the investment.

# Preliminary Land Use Program Components

(presented in June and October 2004)

- Highlight Barriers
- Case Study
- Facilitate a Resolution
- Solve a Problem
- Examine Incentive Proposals
- Measures
- Station Area Planning
- Development Review

Examine with ARC and GDOT incentive programs that link land use and transportation to determine when they are appropriate and effective.

Identify accountability, weighting and criteria for projects.

# *Why discuss Incentives now?*

- ARC Land Use & Transportation Aspirations Plan Updates – *Kick-Off April 2005*
- Next RTP/TIP Update – *Kick-Off April 2005*
- Congestion Mitigation Task Force – *Begins May 2005*
- Expansion of Livable Centers Initiative
- Metro Chamber's Quality Growth Coalition

# ***Proposed Program Goals***

- EDUCATE BOARD AND STAFF
- PROVIDE BOARD GUIDANCE  
TO STAFF
- GUIDE POLICY



# *Current Regional Programs*

Integrating Land Use and  
Transportation



# Livable Centers Initiative (LCI)

- LCI program provides seed money to communities that are working to enhance livability and mobility for their residents
- Began in 1999 with study grants funded over the first 5 years \$1 million annually
- The program utilizes federal transportation program Q-23 funds planned in the TIP and RTP
- LCI studies demonstrate the fundamental concepts of:
  - Connecting homes, shops and offices
  - Enhanced streetscaping and sidewalks
  - Emphasizing the pedestrian
  - Improving access to transit and other transportation options
  - Expanding housing options

# Livable Centers Initiative (LCI)

*Results of 60 studies to date:*

- Private Development – 356 projects approved  
Capturing 9% of region's new residential permits
- Comprehensive Plans – 22 included LCI and 11 are currently making amendments
- Regulations – 24 communities have existing or revised supportive ordinances; 9 are currently updating

# Livable Centers Initiative (LCI)

- Phase II now expanded to include corridors, implementation, specific projects
- Long Range LCI funding\*
  - 2025 RTP => \$350 million
  - 2030 RTP => increased to \$500 million
- FY 2005-2010 TIP Short Range LCI funding\*
  - Planning Study Lump Sum \$ 6,250,000
  - Implementation Lump Sum \$141,250,000
- Types of projects approved for implementation:  
bike/pedestrian pathways, parking garages, access tunnel, access management and intersection improvements, streetscape features and lighting  
(\* includes local match requirement)

# 2030 RTP/TIP Project Evaluation Criteria

- Major System Scan
- Retain Active Project with Financial Commitment
- Focus on Developed Areas
- RDP Policy Support
- Connectivity Among Centers
- Solution Packaging
- Cost Effectiveness
- Congestion Relief
- Level of Safety Improvement
- Environmental Benefits
- Regional Equity Scan

# Multimodal Corridor Study

- Ten corridors identified from Congestion Management System based on costs
- In FY 2005-2010 TIP, \$1.5M for years 2005 and 2006
- ARC sponsoring study – no local match required
- Local governments will participate on Stakeholder Committee and support preferred alternative
- Recommendations along a corridor should include:
  - Land use policy recommendations
  - Access Management Plans
  - Traffic flow monitoring technologies
  - Signal coordination
  - Bicycle and pedestrian facilities
  - Bus rapid transit (BRT) services

# Access Management Plan

- New requirement for all Q23 projects beginning with roadway capacity projects funded in FY 2006
- Access Management Plans must:
  - Be consistent with local and regional land use plans
  - Provide recommendations which enhance regional mobility along the overall corridor
- For example:
  - Consolidating and eliminating existing curb cuts
  - Improving inter-parcel connectivity
  - Providing alternate access points from adjoining streets
  - Reconfiguring signal locations and timing plans

# Comprehensive Transportation Plan (CTP) Assistance Program

- Funding identified through 2007 - \$5.3M
- Regional grants to local governments to assist with the plan development
- Plans are to include:
  - Support the regional Congestion Management System (CMS) planning process
  - Give appropriate consideration to LCI communities and other key activity centers, as well as connections between these areas
  - Give improvement priority to regionally significant transit and roadway corridors, as defined in the RTP
  - Ensure that appropriate land use considerations are incorporated at the earliest stages of project design

# Community Choices

- ARC provides technical assistance to local governments in the region
- Quality Growth Toolkit provides an overview of innovative planning issues in areas such as: mixed use, context sensitive design, jobs-housing balance, trans-oriented developments, retrofitting corridors, bike/ped planning, and many more
- Elected officials and planner workshops provided on the planning process
- Technical assistance tailored to community need

# *Incentive Programs in Other Regions*

## Integrating Land Use and Transportation



# *Incentive Based Topic Areas*

- Geographic Directive
- Project Selection Criteria
- Grant Programs
- Local / Regional Plan Coordination

# State of Maryland

## *Example of Geographic Directive*

- Smart Growth Initiative – 1997 General Assembly approved legislative package
- Designates Cities as “Priority Funding Areas”
- Local governments identified as resource areas for growth
- Statute prohibits public funding outside of growth areas

# San Diego, CA

## *Example of Project Selection Criteria, Grant Program, Local/Regional Plan Coordination*

- Project prioritization through Transportation and Land Use Criteria reflecting Regional Policies
- Priority funding Incentives to Local Govts when Regional Goals adopted
- Points received when local incentives also provided
- Planning Study Grants available
- Mapped “Smart Growth Opportunity Areas”

# Denver, CO

## *Example of Geographic Directive, Project Selection Criteria, Grant Program, Local/Regional Plan Coordination*

- Denver Council of Governments established an Urban Growth Boundary
- Outside UGB is non-urban: Limited public funds allowed for TIP or wastewater in RTP (state law permits MPO to determine these policies)
- “Mile High Compact” – Voluntary, but binding agreement for local govts to implement regional goals
- Project and Sponsor Evaluation Criteria includes TIP bonus points
- UGB annexation requires Compact participation for urbanizing edge cities
- Denver COG is currently proposing a “Livable Centers” study grant program in their next TIP

# State of Utah

## *Example of a Grant Program*

- “Quality Growth Communities” program is a voluntary Designation for local governments
- Purpose is to bring state funding for infrastructure improvements into alignment with principles adopted by the Quality Growth Commission
- Communities must enact plans and ordinances in the areas of: Economic Development, Infrastructure, Housing, Conservation Ethic
- Designated communities receive prioritization for competitive state programs for existing grants. No additional monies in state budget
- State Departments partner to use designation in their agency fund selection process

# Sacramento, CA

## *Example of Project Selection Criteria, Grant Program*

- Regional Blueprint Transportation-Land Use Study was finalized in Fall 2004
- Currently using technical data, strategies and principles from Blueprint project to develop land use allocations
- Next RTP update in 2006
- “*Community Design Program*” – grant application process for planning projects and capitol improvements to support Quality Growth at local level
- First 2-year cycle \$11.7 million for 10 capital projects and \$1 million for 5 planning initiatives

# Seattle, WA

## *Example of Geographic Direction, Project Selection Criteria, Local/Regional Plan Coordination*

- State Growth Management Act (GMA) requires regional policies through local plan and designates growth areas
- TIP process favors projects for growth in designated areas
- Concurrency plans are required for Level of Service thresholds

# Minneapolis-St. Paul, MN

## *Example of Project Selection Criteria, Grant Program, Local/ Regional Plan Coordination*

- 2030 Regional Development Framework sets strategies for growth and land use, transportation, housing and natural resources
- TIP project criteria includes consistency with the region's Development Framework, integration of land use and transportation, and efforts to provide housing choice
- “*Livable Communities*” – \$ 8M/ annually for grants towards public/private partnerships and Quality Growth projects
- Metropolitan Land Planning Act requires that local comprehensive plans mirror regional policies
- Regionally significant projects (like DRIs) undergo review

## *Incentives Can Encourage Localities to Implement ...*

- Zoning and/or Overlay Districts supportive of Quality Growth objectives
- Financing Programs (i.e. TAD, CIDs)
- Prioritized Infrastructure investments
- Local Incentive Programs for private development to locate in specified areas
- Regional Land Use Policies in Local Comprehensive Plan