

EFFECTIVE PRACTICES IN PLANNING FOR LIVABILITY AT METROPOLITAN PLANNING ORGANIZATIONS (MPOs)

Audio Conference Number: (800) 683-4564
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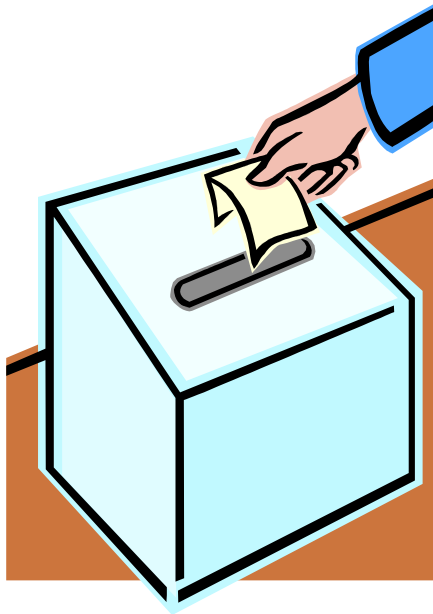
Agenda

- Introduction
- Dan Reuter, Atlanta Regional Commission (ARC) – Atlanta, GA
- Doug Johnson, Metropolitan Transportation Commission (MTC) – Oakland, CA
- Karla Weaver, North Central Texas Council of Governments (NCTCOG) – Dallas-Fort Worth, TX
- Sandy Misiewicz, Capital District Transportation Committee (CDTC) – Albany, NY
- Question and Answer Session



Poll Question

Please take moment to respond to the poll question that will appear on screen.



Livability Peer Exchange - August 30 and 31, 2010

Six peer regions came to Atlanta to engage in detailed discussions regarding their efforts to link land use and transportation initiatives.

- Metropolitan Transportation Commission (MTC), serving San Francisco area
- Portland Metro
- Delaware Valley Regional Planning Commission (DVRPC)
- North Central Texas Council of Governments (NCTCOG)
- Capital District Transportation Committee (CDTC), Albany, NY
- Denver Regional Council of Governments (DRCOG)

Summary report: http://www.planning.dot.gov/Peer/Atlanta/atlanta_2010.pdf



Participating Agencies and Organizations

- U.S. DOT - Volpe Center
- FTA - Office of Planning and Environment
- FHWA - Office of Livability
- FHWA - Office of Planning
- FHWA - Resource Center
- EPA Region 4
- FHWA GA Division
- FTA Region IV
- Centers for Disease Control and Prevention
- GDOT - Office of Planning
- MARTA
- Georgia Regional Transportation Authority
- ARC Land Use Division
- ARC Transportation Division
- ARC Governmental Services Division
- ARC Aging Division
- Reconnecting America
- ULI Atlanta
- Livable Communities Coalition



Title of Peer Exchange: Best Practices in MPO Livability Programs

Peer Exchange had two primary goals in mind:

1. Identify best practices and lessons learned from MPO livability programs that promote smart growth and TOD in order to inform future program development for ARC's Livable Centers Initiative (LCI).
2. Provide input on the accomplishments and value of MPO livability programs to inform future U.S. DOT capacity building, technical assistance, guidance, and regulation.



Key Findings about MPO Livability Programs

- Creating a livability program can be a unique and effective opportunity for MPOs to build relationships with local officials, staff, and the public to support greater transportation and land use integration.
- There is no “one size fits all” approach to creating a livability program.
- Communication and careful language choice are critical to gain buy-in from elected officials, developers, and the public.
- Current Federal transportation planning guidance and funding sources provide a good foundation for experimenting with multimodal transportation planning.
- Reaching out and building effective inter-agency partnerships is critical to developing a meaningful livability program.
- Partnerships with non-transportation agencies and organizations can help MPOs bring new stakeholders to the table.





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Peer Reports

As part of its commitment to sharing best practices and technical resources, TPCB program staff attend each peer event to develop final reports as a resource for other planners around the country. Peer reports highlight key issues and lessons learned during each event, and they provide contact information for follow-up with participating agencies.



To read a report of a past peer event, use the map and click on a state to read about peer events hosted in that state.

You can also search for peer events by:

Year:	Category:
<ul style="list-style-type: none">All20122011201020092008200720062005	<ul style="list-style-type: none">AllAgency Structure and GovernanceAir Quality-TransportationBicycle and Pedestrian PlanningClimate ChangeCommunity ImpactsData/Information ManagementEconomic DevelopmentEnvironmental Issues/NEPA



Presenters

- Dan Reuter, Atlanta Regional Commission (ARC) – Atlanta, GA
- Doug Johnson, Metropolitan Transportation Commission (MTC) – Oakland, CA
- Karla Weaver, North Central Texas Council of Governments (NCTCOG) – Dallas-Fort Worth, TX
- Sandy Misiewicz, Capital District Transportation Committee (CDTC) – Albany, NY

There will be a “question and answer” session at the conclusion of the presentations



Atlanta Regional Commission Livable Centers Initiative (LCI) Program

Dan Reuter

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regional impact + local relevance

Livable Centers Initiative (LCI) Program



LCI Studies Seek:

- Mix of land uses
- Multiple transportation modes
- Robust stakeholder involvement

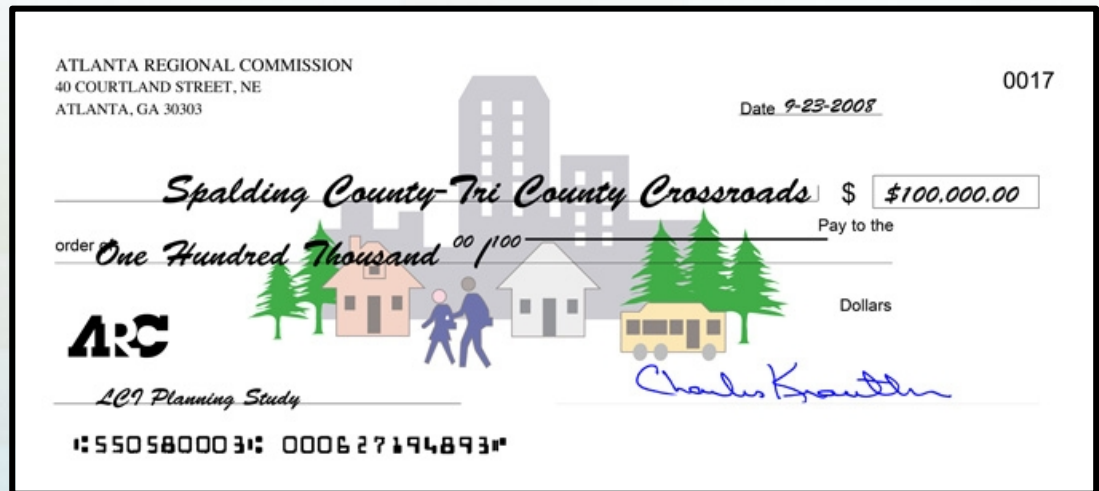
- Encourages local governments to plan and implement strategies that link transportation improvements with development
- Program links implementation actions to receipt of transportation project funding
- Takes advantage of existing infrastructure in centers & corridors



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LCI Authorization and Funding

- Funding provided in Regional Transportation Plan (RTP) and programmed in Transportation Improvement Program (TIP)
- Use Surface Transportation Program (STP-Urban) funds, i.e. funds sub-allocated to MPOs with population over 200,000
- \$1 Million per year studies
- \$500 million for transportation projects



LCI Studies



Town Center LCI
The City of Monroe, Georgia



*Tunnell-Spangler-Walsh and Associates
Keck & Wood, Inc.
Arnett Muldrow & Associates
January 2008*



- Typical award \$80K - \$150K (80/20 match)
- Mix of Uses: housing, retail, office, institutional, parks, schools, etc
- Multi-modal
- Stakeholder & Public Involvement

Examples of Specific Components:

- Market Analysis
- Connectivity/transportation analysis
- 5-Year Action Plan



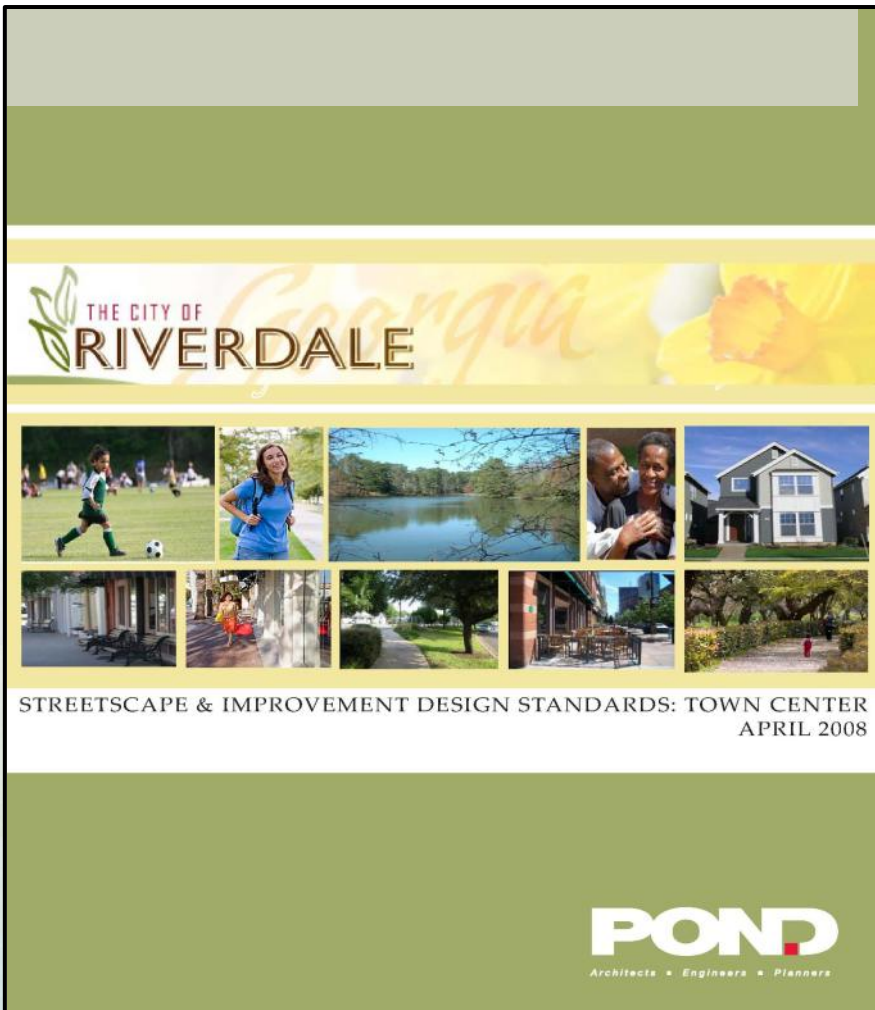
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LCI Supplemental Studies

- Help implement LCI Studies
- Only existing LCI communities may apply, and must be in “good standing”

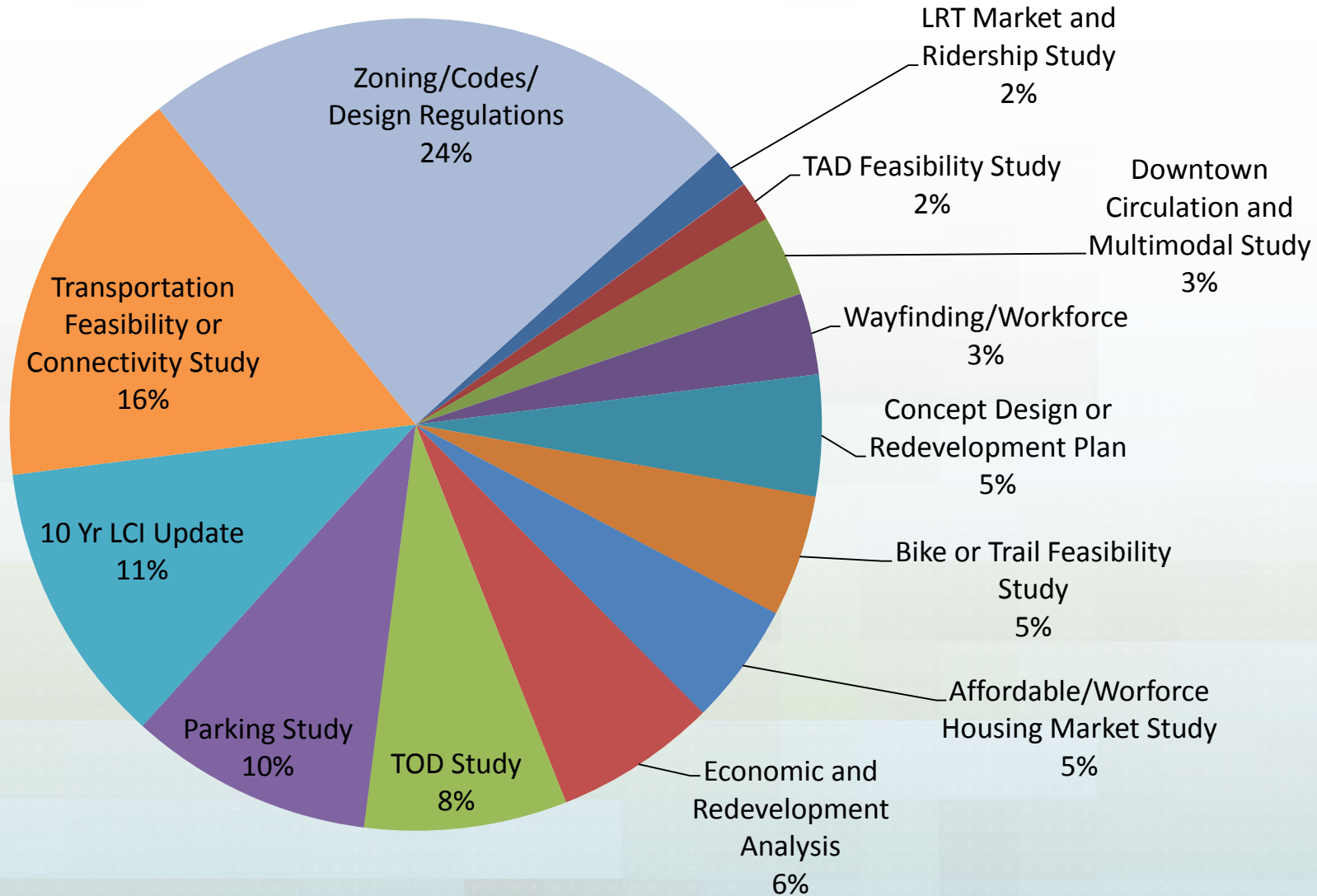
Examples:

- Zoning Code update (form-based codes, zoning overlay districts, etc)
- Street Design Guidelines
- Parking Study
- Transportation feasibility studies



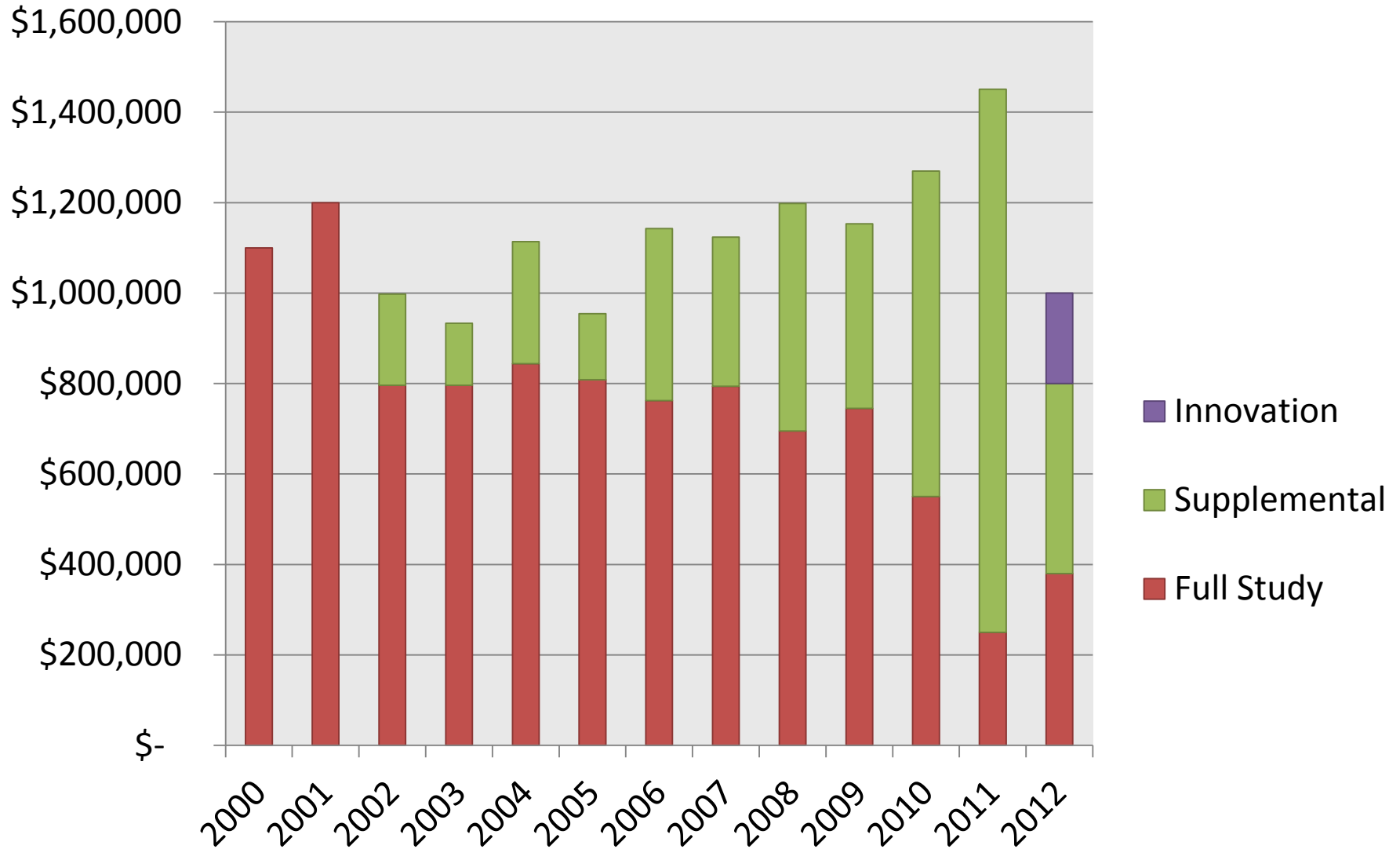
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Supplemental Studies By Type



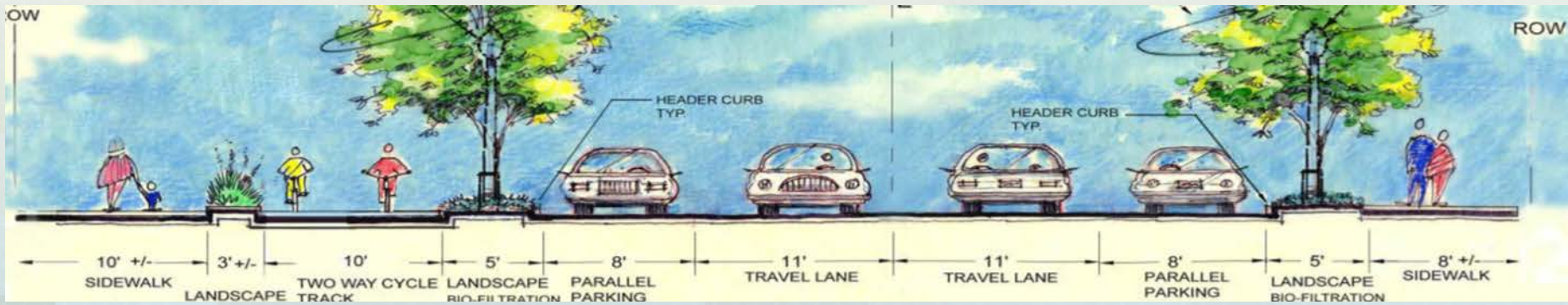
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LCI Funding by Year



LCI Transportation Program

- \$500 Million in RTP (Mobility 2030, Envision 6, PLAN 2040)
- Approximately \$217 Million programmed to date for design, right-of-way and construction projects
- 106 Projects funded (71 Authorized, Under Construction or Completed)



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LCI Transportation Program

- Transportation funds used as INCENTIVE for plan implementation...not eligible if not implementing plan (i.e. Plan adopted into local comp plan, zoning consistent with plan, etc).
- Priority given to projects that are one or more of the following:
 - Complete Streets
 - Transit-supportive
 - Innovative



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BEFORE



AFTER



Peachtree St.

Perimeter Center Parkway



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Downtown Atlanta Streetcar

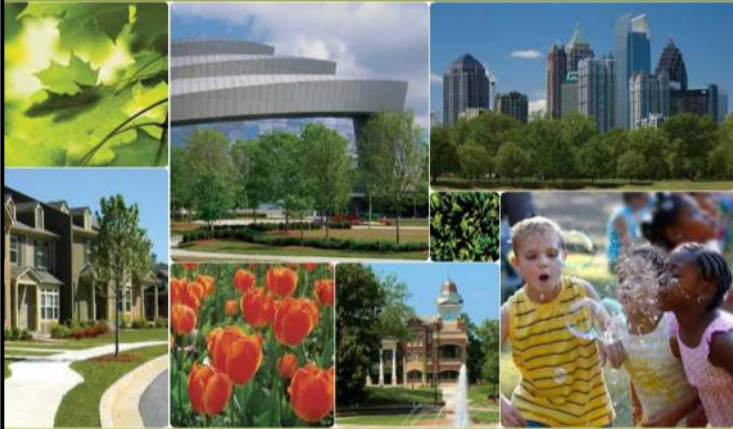


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LCI Evaluation Reports

2009 Livable Centers Initiative IMPLEMENTATION REPORT



ARC
ATLANTA REGIONAL COMMISSION

2007 LCI IMPLEMENTATION REPORT



ARC
ATLANTA REGIONAL COMMISSION

2009 Livable Centers Initiative INDICATORS & BENEFITS STUDY



ARC
ATLANTA REGIONAL COMMISSION



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ARC
ATLANTA REGIONAL COMMISSION

For More Information

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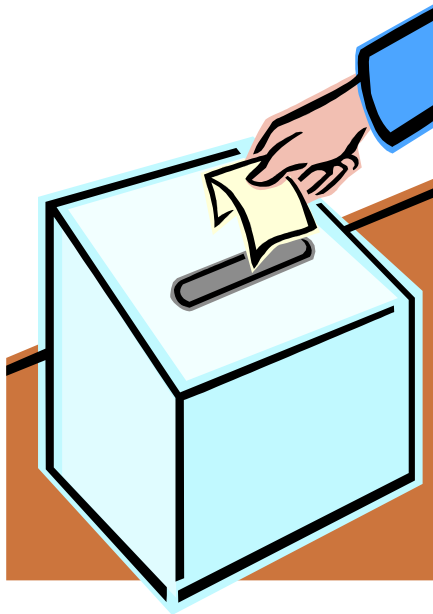
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Poll Question

Please take moment to respond to the poll question that will appear on screen.





Metropolitan Transportation Commission

Livability Programs for the Bay Area

Doug Johnson

(510) 817.5846



The Bay Area

7 Million Residents

4 Million Jobs

101 Cities

9 Counties

26 Public Transit Operators

5 Regional Agencies





California's Climate Change Legislation

- AB 32 Global Warming Solutions Act of 2006
 - Clean vehicles, clean fuels, green buildings and more efficient development to cut GHG
- Senate Bill 375 Sustainable Communities Strategy
 - Regional Transportation Plan/Sustainable Communities Strategy's land-use and transportation \$ to meet GHG targets



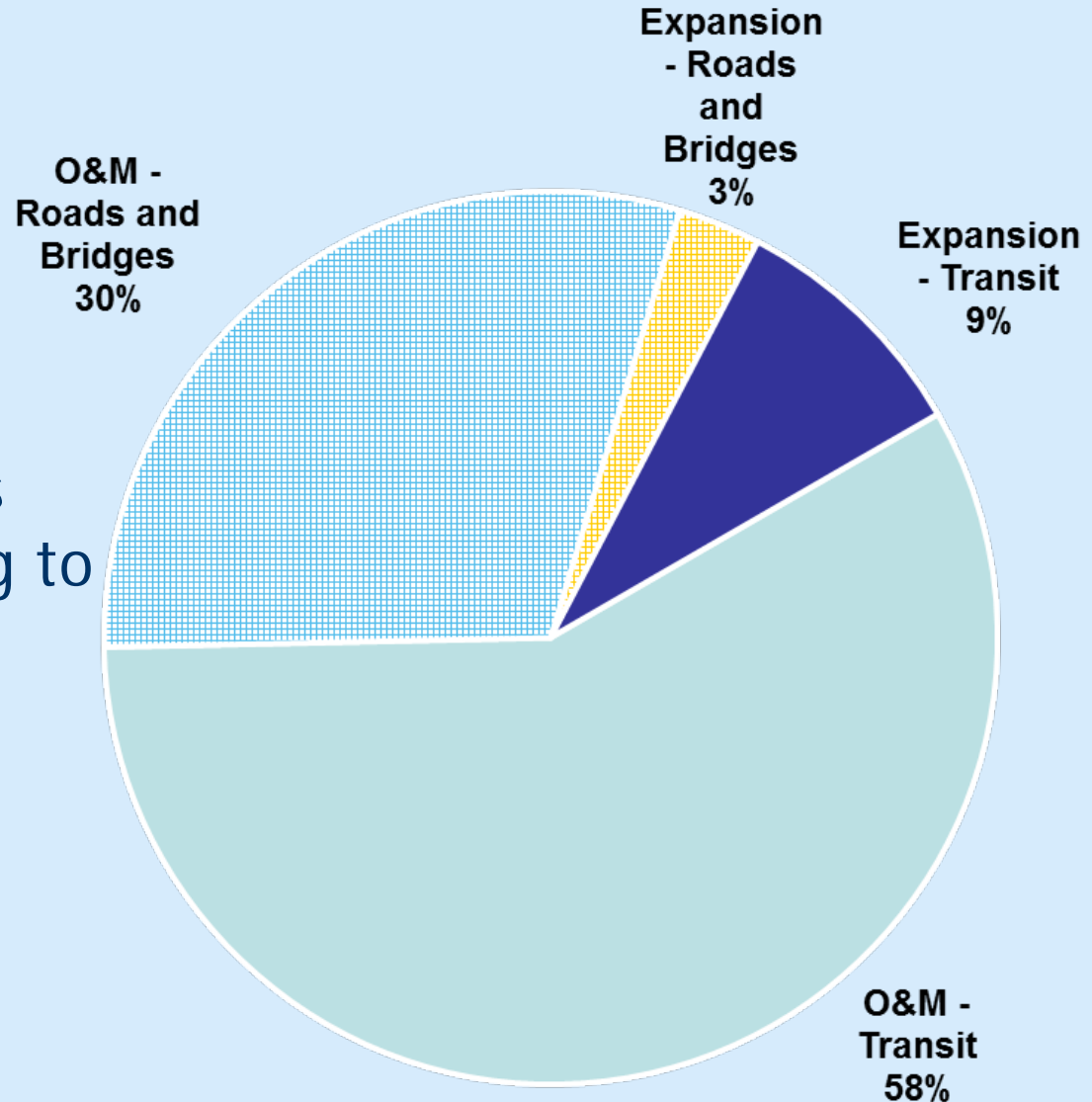


MTC: Support for Infill

- “Fix it First policy”
- \$12B in transit expansions conditioned on future land use
- Grant programs for TOD:
 - Land Use planning (est. 1997)
 - Capital Grants (est. 1998)
- Seek new, creative opportunities to support affordable housing development



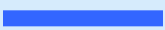


Plan Bay Area by Function \$277 Billion

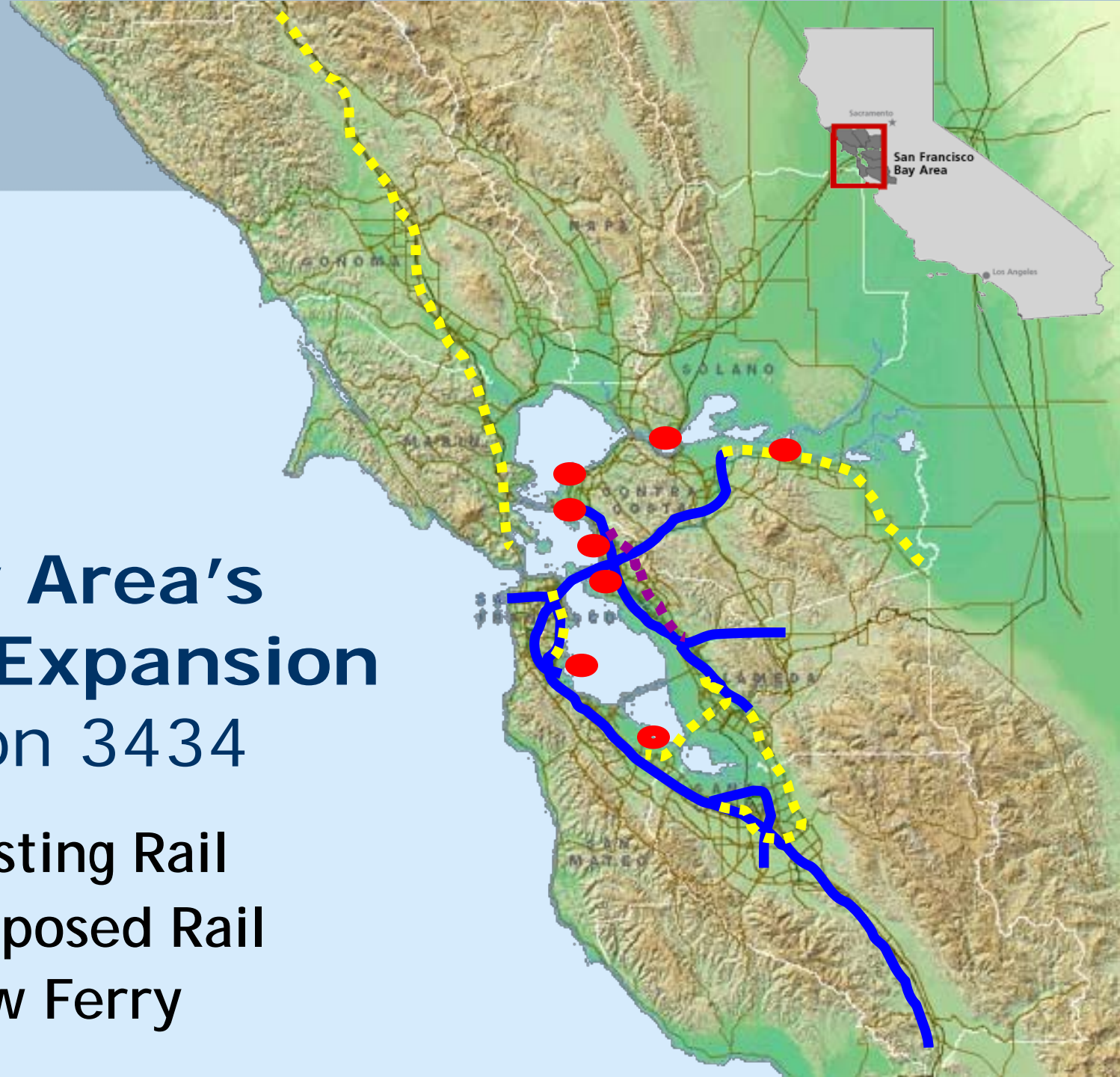


Draft plan commits over 85% of funding to O&M



The Bay Area's Transit Expansion Resolution 3434

-  Existing Rail
-  Proposed Rail
-  New Ferry





MTC's TOD Policy

Land Use to Support \$15B in Future Transit

	BART	Light Rail	BRT	Commuter Rail	Ferry
Housing Units within <u>half-mile</u> of station 500 acres	3,850	3,300	2,750	2,200	2,500

Affordable Housing Units = 50% Bonus



Grant Programs to Support TOD

- Transportation for Livable Communities (TLC)
 - TLC Planning Grants (1998-2008)
 - TLC Capital Grants (1999-2010)
 - Housing Incentive Program (2001-2008)

ALL Funded with Federal STP/TE/CMAQ



Oakland Fruitvale Transit Village

Library, health clinic,
senior center, retail, 47
rental units

300+ housing units in
phase 2

TLC planning

\$47,000

TLC Capital Grant

\$2 million





Grant Programs to Support TOD

Today's Programs

- PDA Planning Grants
- Technical Assistance Program
- Affordable TOD Fund
- One Bay Area Grant Program

ALL Funded with Federal Transportation Dollars



PDA Planning Grants

- \$18 million in planning grants awarded 2005-12
- \$1 million maximum grant
- 10 planning elements

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Berkeley City Council
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Windsor approves plan for future growth around downtown train station



The Windsor train depot and transit center.
John Burgess / PD

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Related Links

- Windsor adjusts budget, avoids layoffs after loss of redevelopment
- SMART session planned in Healdsburg
- New slogan for growth is go slow, lawmakers say
- Windsor cooks



Transit Oriented Affordable Housing Fund

- Partnership Effort
 - Great Communities Collaborative (GCC)
- Community Development Financial Institutions
- Grants/low interest loans provided by three foundations: Ford, Silicon Valley, San Francisco & Living Cities



TOAH Financing



- **Banks** – \$25 million from Morgan Stanley and Citi Community Capital
- **Philanthropy and CDFIs** – \$15 million from six CDFIs and Ford, SF Foundation and Living Cities
- **Public Sector** – \$10 million from MTC



For more Information

www.mtc.ca.gov/planning/smart_growth

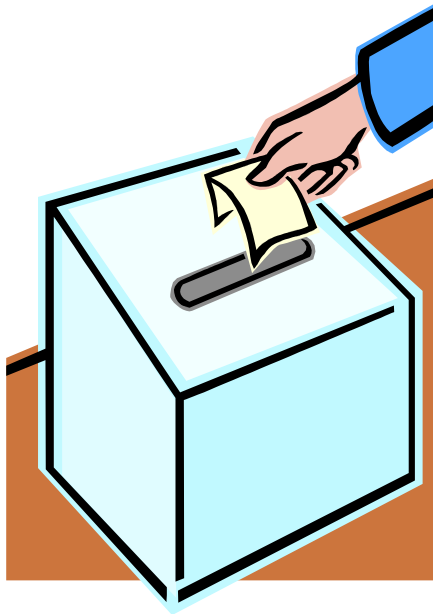
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Poll Question

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Effective Practices in Planning for Livable Communities at Metropolitan Planning Organizations (MPOs)

**Karla Weaver, AICP
Program Manager
November 13, 2012**



North Central Texas Council of Governments

North Central Texas Council of Governments and Metropolitan Planning Area (MPA)

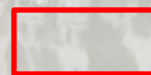
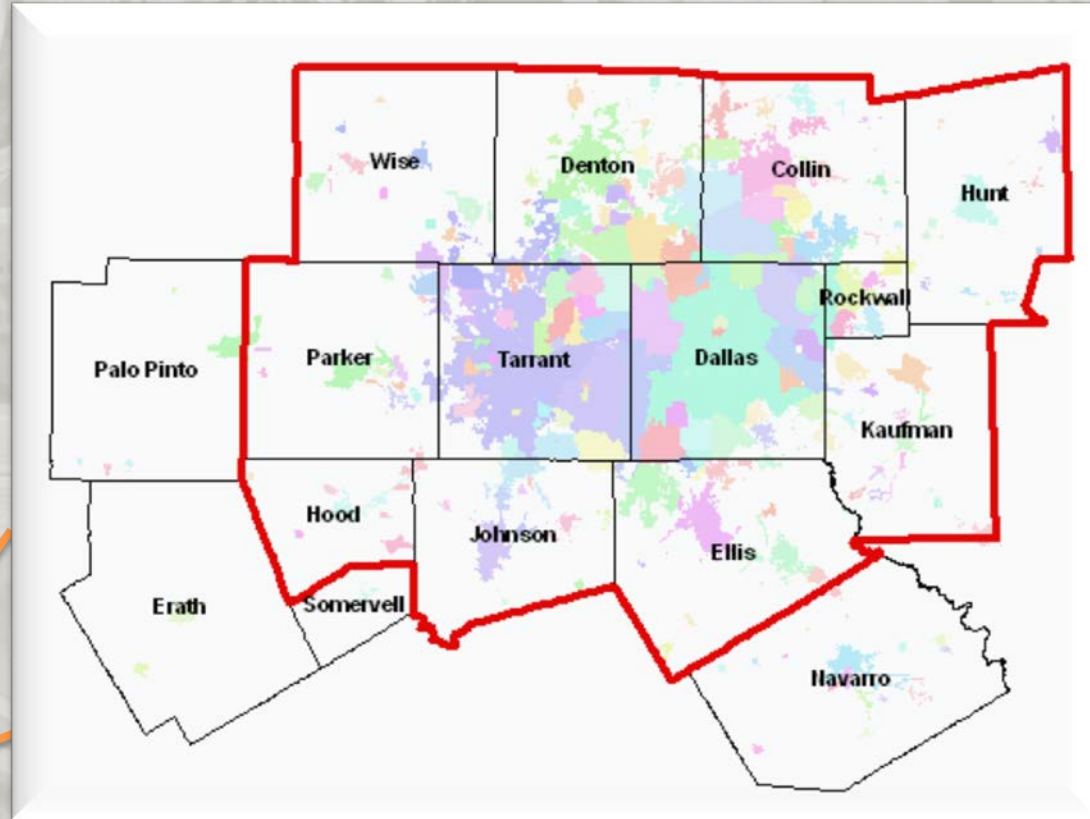
Land Area

- NCTCOG Region
16 Counties = 12,800 sq mi

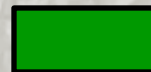
- Metropolitan Planning Area (MPA)
12 Counties = nearly 9,300 sq mi

NCTCOG MPA larger than 36 states in population.

Jan 1, 2012: Estimate 6,515,710 persons within 12-County MPA



Metropolitan Planning Area (MPA) Boundary



NCTCOG Region

Regional Transportation Issues

- Increased Travel Time and Costs
- Land Use/Transportation Mismatch
- Ground Level Ozone
- Inadequate Transit and Access
- Sprawl – Lots of Available Land and Affordable Home Prices but you may have to deal with this → (200+ Cities Competing)



Regional Initiatives

- **Regional Transportation Council (RTC) Adopts Region-wide Sustainable Development (SD) Policy in 2001.**
- **NCTCOG Executive Board Begins the Center of Development Excellence (CODE) Initiative.**
 - **CLIDE awards, Principles of Development Excellence, and Vision North Texas.**
- **RTC funds three Sustainable Development Call for Projects.**



The Regional Transportation Council's Sustainable Development Policy

Utilize Existing System Capacity

Single use area type, non-transit, connected to existing infrastructure

Infill rail

Commuter rail/light rail in single use areas

Improve Rail Mobility

Infill mixed-use with rail access

Infill Mixed-use

Mixed-use with rail

Promote Mixed-Use

Stand alone mixed-use

Improve Access Management

Shared drives/parking, spacing of turns/signals

Sustainable Development Funding Program Goals

- Respond to demand for development choice.
- Complement and coordinate investments in all modes of transportation.
- Reduce vehicle miles traveled per person.
- Promote economic development - public/private partnerships.



Sustainable Development Funding Program

2001	2005-2006	2009-2010
\$40.8 Million	\$40 Million	\$44.8 Million
CMAQ & STP-MM	RTC Local	RTR/Federal & Local
16 Selected for Funds	39 Selected for Funds	35 Selected
Infrastructure & Planning	Infrastructure, Planning, & Landbanking	Infrastructure & Planning

Sustainable Development Screening/ Project Selection Process

- **Minimum Criteria – Infrastructure**
 - Correct Zoning In Place
 - Public/Private Partnership
 - Mixed-Use Vertical Component
 - Demonstrable Air Quality Benefit
 - Land Ownership

- **Incentives (more points in scoring)**
 - Housing-Income Match
 - Workforce Housing Near Transit
 - Form-Based Code/Development Incentives
 - Density/Walkability
 - Mix of Residential and Non-Residential Uses
 - Job Creation In High Unemployment Areas



Sustainable Development Call For Projects

How are funds used?

Eligible:

- Streets
- Sidewalks
- Landscaping
- Intersection Improvements
- Trails
- Signals
- Pedestrian Amenities
- Transit Stops

Improvements

- PS&E
- Some ROW acquisition

Ineligible:

- Rehabilitation/Installation of Water/Sewer Lines
- Parking Garages
- Fountains
- Statues/Art Work
- Burying Utilities
- Removal/Remediation of Buildings



Good Design and Public Amenities



Vertical Development Public-Private Partnerships

Garland – Transit-Oriented Development



Fort Worth – West 7th



Richardson Eastside

What can regions do to advance Sustainable Development?

- **Focus on public/private partnerships and create incentives.**
- **Pay for what's important to you: bicycle/pedestrian accommodations, access to transit, filling in the gaps, historic downtowns, etc.**
- **Support transportation options and all users. (CHOICE!)**
- **Congestion Management strategies – short and long term.**
- **Prioritize funding (% or set aside), look for creative funding options – areas to “swap”, and work with non-traditional partners.**



What's Next?

- **Looking at opportunities for larger projects and creative financing with private sector and foundations. (Ideas from peer exchange!)**
- **Aiming for 2014 time frame.**
- **Considering new ideas for eligibility. (Ideas from peer exchange!)**
- **Performance measures**



For more Information:

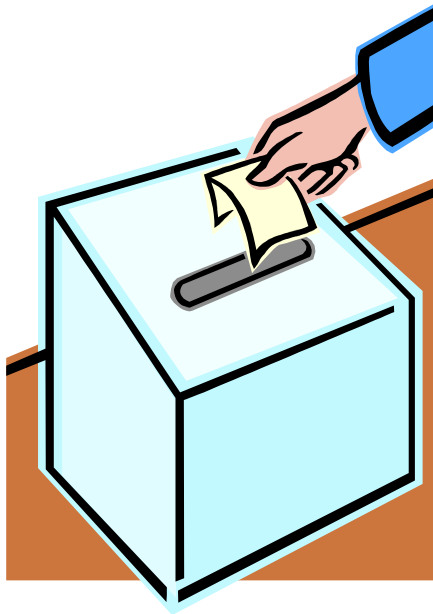


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Sustainable Development Program
www.nctcog.org/trans/sustdev

Poll Question

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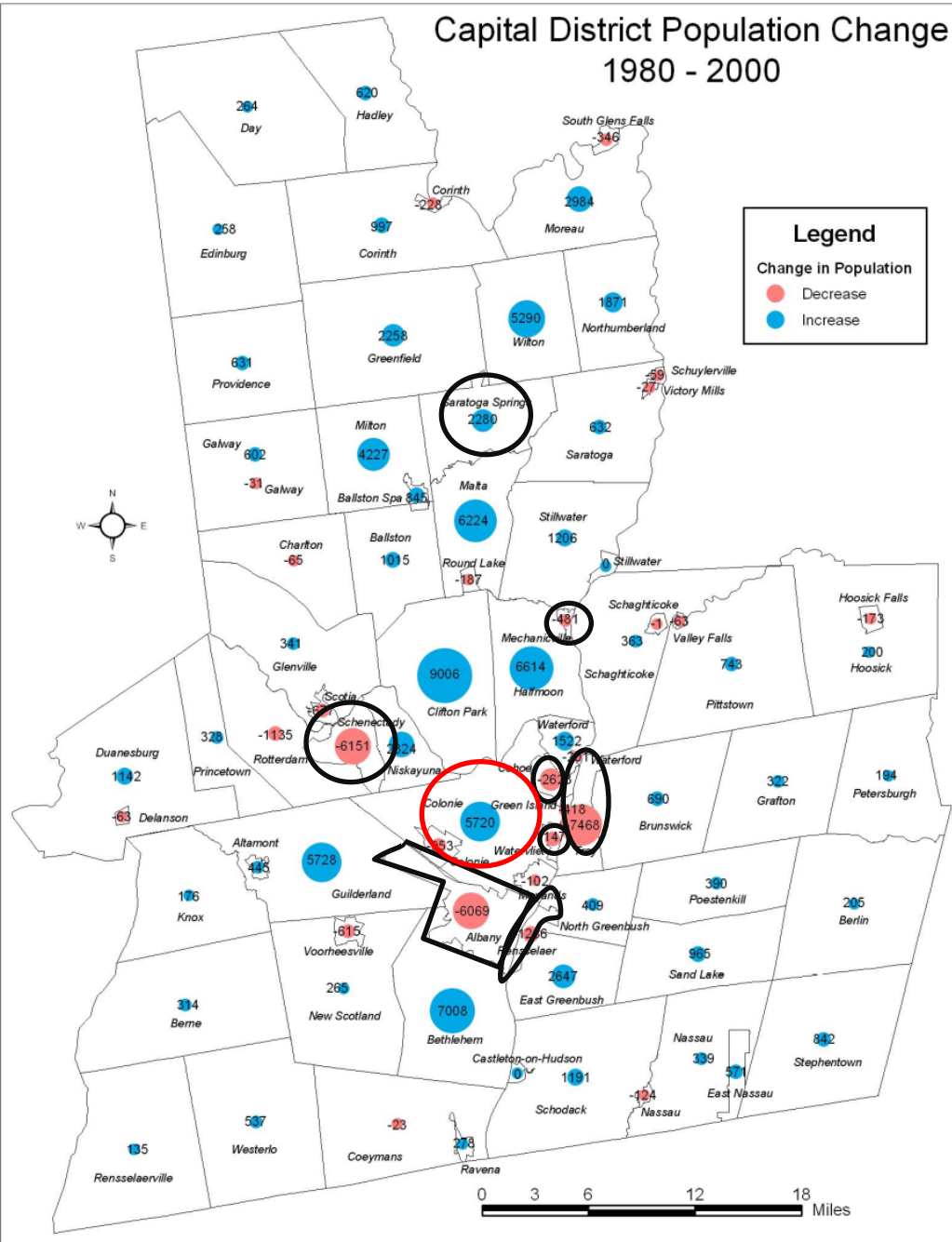
Community and Transportation Linkage Planning Program



Sandy Misiewicz, AICP
Capital District Transportation Committee
Albany, NY

TPCB Livability Webinar
November 13, 2012

Capital District Population Change 1980 - 2000

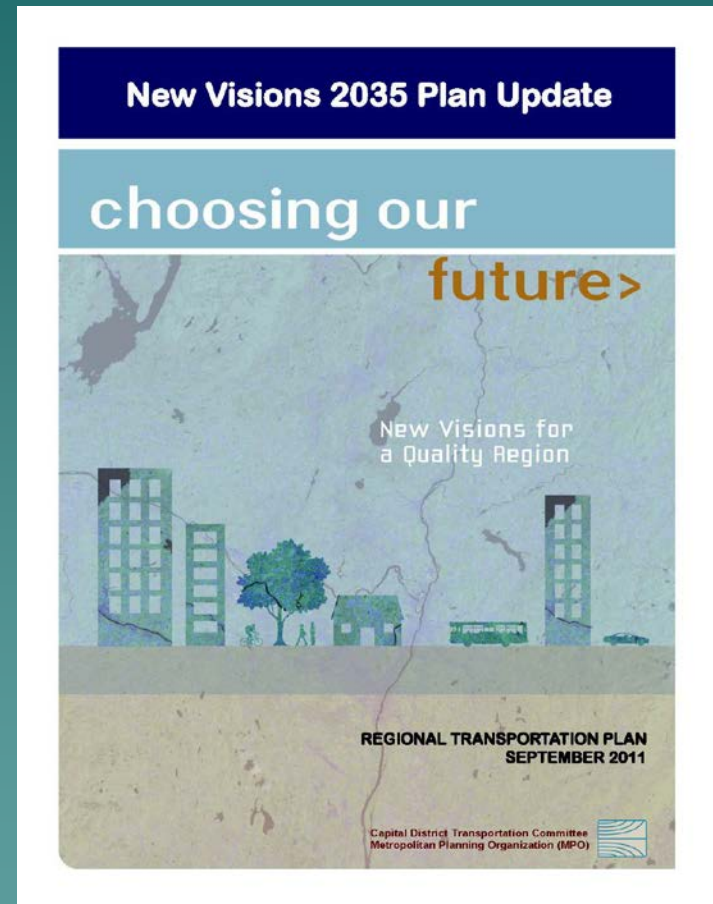


Capital District Context

- ◆ 820,000
- ◆ 78 Municipalities
 - 8 Cities
- ◆ Slow Growth:
 - ~ 6.6% increase from 1980 to 2000
- ◆ Sprawl Without Growth

New Visions 2035

- ◆ First adopted 1997, updated four times
 - most recently 2011
- ◆ Extensive public outreach
- ◆ Key Principles
 - Develop the region's potential
 - Plan and build for all modes
 - Preserve/manage existing transportation system
 - Link transportation and land use planning



New Visions 2035

- ◆ Transportation Investments will encourage:
 - Urban reinvestment, infill development
 - Concentrated growth
 - Mixed use, transit oriented development
 - Regional and community quality of life
 - Land use plans and corridor studies



NY 5 BRT (BusPlus),
City of Schenectady, NY

Implementing New Visions

- ◆ Challenge: Land use is locally regulated
- ◆ Ultimately we rely on cooperation, collaboration and public involvement
- ◆ Implementation Program
 - Community and Transportation Linkage Planning Program (2000)



Linkage Program

- ◆ CDTC's Livability Program
- ◆ Locally initiated planning studies
 - integrating land use and transportation
- ◆ Partnership approach
- ◆ Public involvement
- ◆ Competitive program
- ◆ Local cash match (25%) required – buy in

<http://www.cdtcmpto.org/linkage.htm>

The Community and Transportation Linkage Planning Program

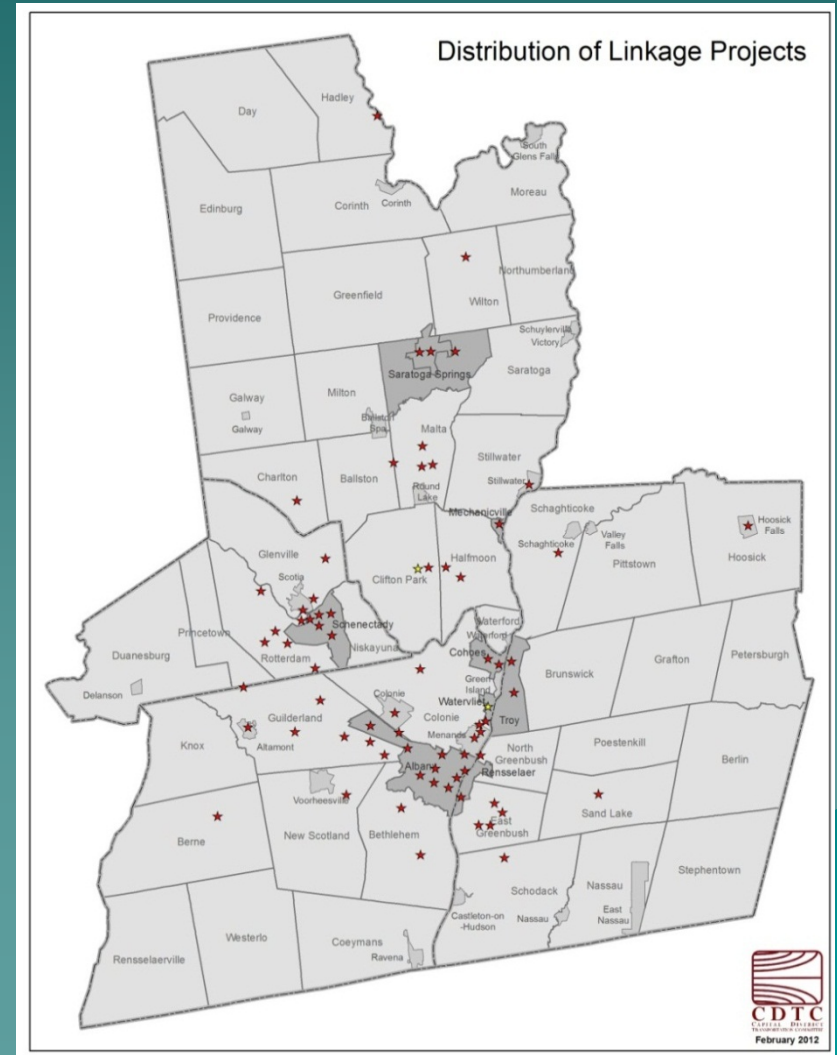


A land use/transportation planning assistance program offered by the Capital District Transportation Committee

November 2012

Linkage Program Through 2010

- ◆ 66 plans in 39 communities
~ \$4M to \$4.5M committed
- ◆ Non-profits, authorities eligible
- ◆ UPWP – FHWA Planning funds
- ◆ ~\$200K consultant, \$100K CDTC technical assistance annually



Core Linkage Strategies

- ◆ Urban Revitalization
- ◆ Street Connectivity (Access Management)
- ◆ Activity Center/Town Centers
- ◆ Transit Supportive Corridors/Built Environments
- ◆ Mixed Uses
- ◆ Multi-Modal Transportation Network
- ◆ Pedestrian Connectivity

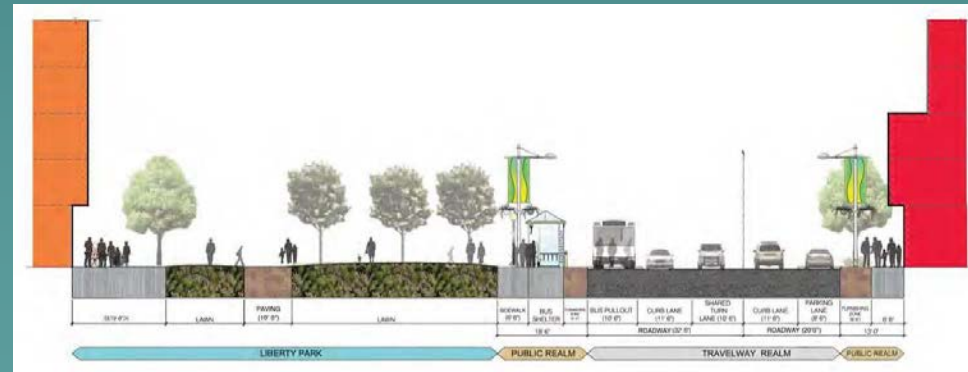


Results Through 2010

- ◆ Implementation actions:
 - Local adoption
 - Planning Boards using recommendations when reviewing development proposals
 - Studies have led to innovative development proposals
 - TIP funds awarded to locals for projects
 - Early wins: signage, pavement markings, crosswalks, etc.



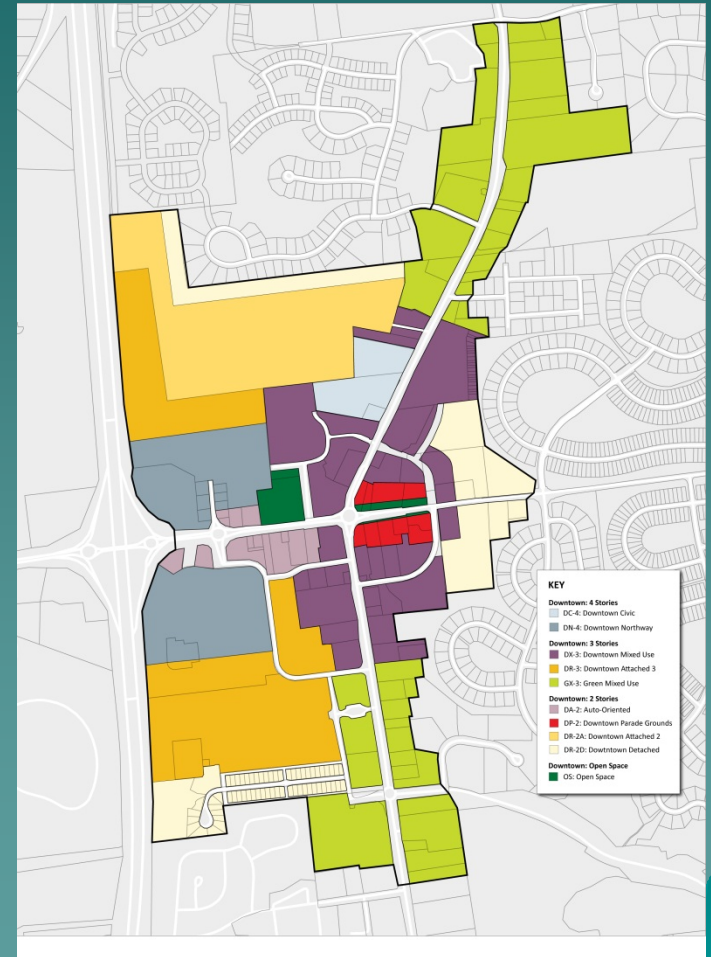
Ellsworth Commons, Town of Malta, NY



State Street Concept,
City of Schenectady, NY

Linkage Program: 2011 and Beyond

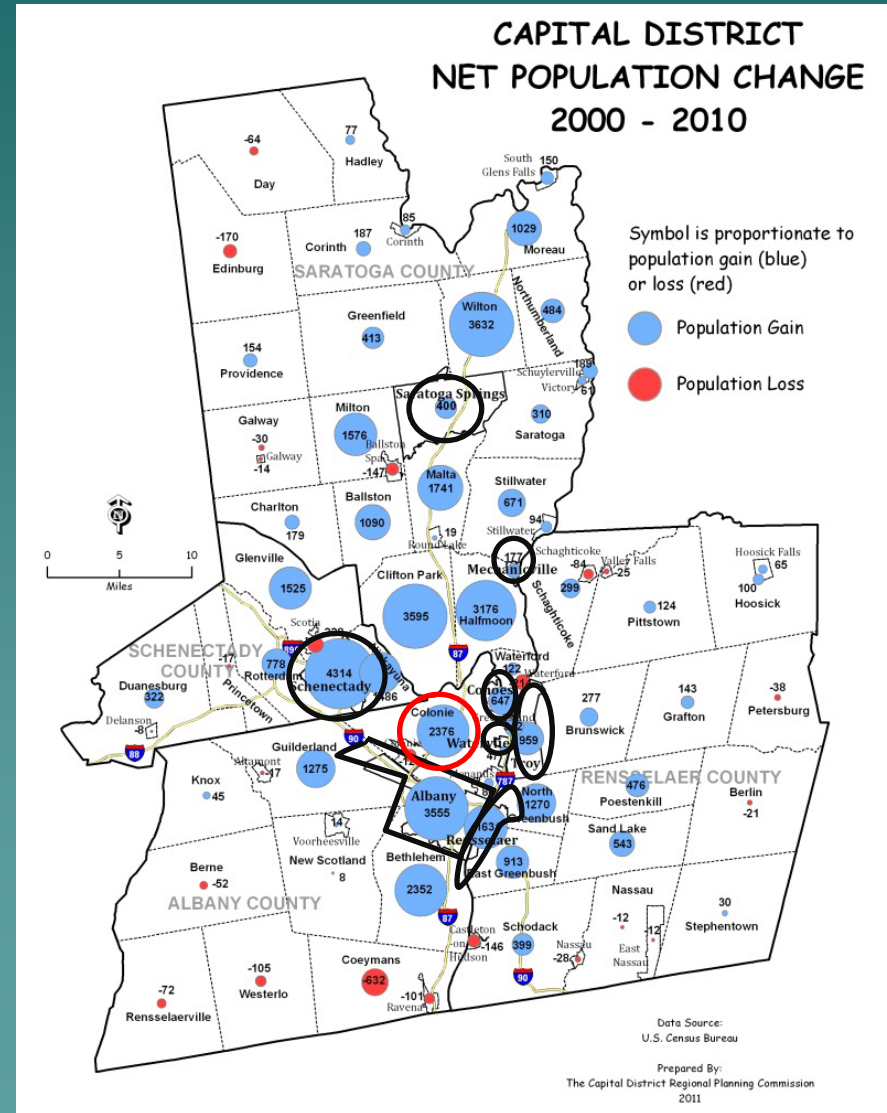
- ◆ Focus on Implementation Support
 - Strategic zoning code changes/overlays
 - Site design standards/guidelines
 - Official mapping
 - Operational modeling
- ◆ 5 projects funded so far
- ◆ Opportunity remains for conceptual planning
- ◆ TIP set-asides?
 - Bicycle/Pedestrian Network
 - Linkage Engineering



Draft Form Based Code,
Town of Malta, NY

Linkage Program Impact

- ◆ Jump started pro-active planning
- ◆ Planning without growth
- ◆ If slow growth history or **growth patterns change**, communities will be ready



Thank You!

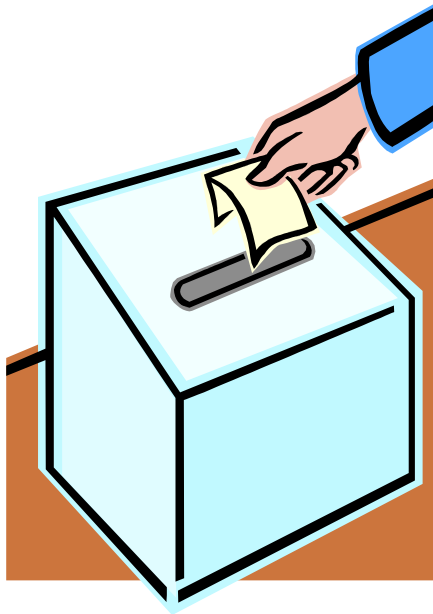
For more information, visit
www.cdtcmpo.org/linkage.htm

or contact

Sandy Misiewicz, AICP
smisiewicz@cdtcmpo.org
Phone: 518-458-2161

Poll Question

Please take moment to respond to the poll question that will appear on screen.



Question and Answer Session

The operator will now open the phone lines for questions. You may also type your question into the chat pod at left.

