

# State Leadership DOTs in TODs

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5<sup>th</sup> Annual New Partners For Smart Growth  
Denver, Colorado  
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## Land Use and Transportation Nexus

- ◆ Developments in proximity to transit
- ◆ Transportation systems that connect with and contribute to the community



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## Reality Check

- ◆ Multi-dimensional setting
- ◆ Multiple stakeholders and players
- ◆ Agency activities compartmentalized at present

**Common objective:**  
Serving the public interest



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### Traditional Role

- ◆ Transportation planning traditionally contributed to community-building
- ◆ Present land use practice not reflecting objective of building livable communities
- ◆ Course correction located in transportation planning and development



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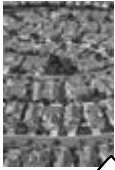
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### Smart Growth

- ◆ Reverse of sprawl



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### Sprawling ...

- ◆ Increased automobile use
- ◆ Highway congestion, smog
- ◆ Property taxes spiral upward
- ◆ Green spaces and agricultural spaces swallowed
- ◆ More support infrastructure invites more sprawl



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## Smart Growth Through TOD

- ◆ “Livable” communities
- ◆ Infill and redevelopment
- ◆ Mixed uses
- ◆ Compact and pedestrian-oriented
- ◆ Green spaces and civic areas
  
- ◆ **Mobility Choice**



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## Hyattsville Station Development, MD

- ◆ Around existing West Hyattsville Metrorail Station (WMATA)
- ◆ Up to 3,600 new residential units
- ◆ 1 million sq ft commercial space
- ◆ Eco-friendly design elements
- ◆ Parks and civic spaces
- ◆ Balanced circulation network



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## Accelerated Progress

- ◆ Concept – late 2003
- ◆ Master Plan – 2004
- ◆ Collaboration and partnership
  - MD planning and transportation officials
  - Developers
  - Community members

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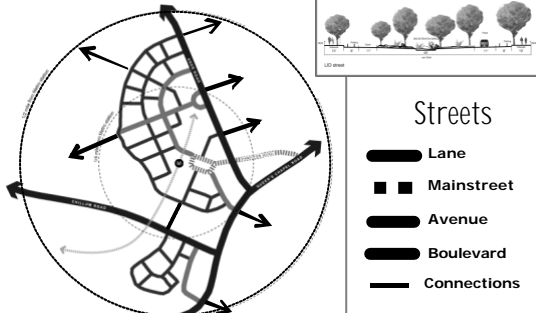
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### Transportation – Right Size



**Streets**

- Lane
- Mainstreet
- Avenue
- Boulevard
- Connections

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### Value Capture Strategy

- ◆ \$25 million of public investment stimulates \$700 million in private investment
  - Each phase generates 15+% return to developer
  - NET fiscal benefit exceeds \$4.5 million per year at build-out to governments
  - Development able to support land prices that motivate local land owners to participate
  - Mutual commitment to Implementation Phasing Responsibilities – Development Agreement

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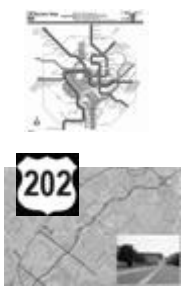
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### Other Regional Projects

- ◆ Application of TOD to urban development policy in D.C. area
  - 39 Metrorail stations as focal points for development
  - Task force with diverse stakeholder base
  - States established TOD Visions Initiative for all 103 miles and 88 stations
- ◆ Multiple State-Level Initiatives
  - Sound Land Use Planning
  - Transportation & Growth Management
  - Priority Places
  - Right Sizing Initiative
  - NJ-FIT




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## DOT to TOD Challenges

- ◆ State-level planning vs. local controls & community needs
- ◆ Interagency coordination
- ◆ Unified policy objectives
- ◆ Social, economic and political context
  - Security
  - Political change
  - Economic conditions




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## Metrics and Tools

- ◆ Traditional vs. sustainability measures

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|-------------------------------|------------------------------|
| ⇒ Travel time                 | ⇒ Transportation accessible? |
| ⇒ Vehicle occupancy           | ⇒ Promotes area density?     |
| ⇒ Peak period duration        | ⇒ Contributes to economy?    |
| ⇒ No. and frequency of delays | ⇒ Promoting "livability" ?   |

- ◆ Transit-Oriented Development
- ◆ Access Management




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## Partnerships—and Leadership

- ◆ Non-traditional partnerships essential to successful smart growth implementation
  - State and local officials
  - Private sector
  - Community groups
  - Environmental organizations
  - Planning and Transportation officials
- ◆ RESPECT "sovereignty" & EXPECT collaboration
- ◆ DOTs are in the community-building business




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# State Leadership DOTs in TODs



*Local State and Federal Transportation Officials  
advance joint TOD initiatives at Orenco Station,  
along Portland's MAX light rail line.*

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**THANK YOU**

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