

# Regional Transportation and Land Use Decision Making

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*Findings and Preliminary Analysis from  
Four Case Studies*

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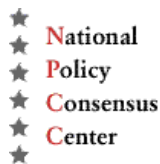
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# Presentation Overview

- Background
- Research Goals and Methods
- Findings
  - Governance
  - Coordination
  - Transportation Improvement Program Criteria
  - Growth Centers Funding
- Draft Report Forum Discussion

# Background

- Metropolitan Regions
  - 81% of US population<sup>1</sup>
  - Major economic engine
- Significant Challenges
  - Infrastructure costs
  - Livability and quality of life
  - Air quality
  - Greenhouse gas emissions (28% from transportation)<sup>2</sup>



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<sup>1</sup> [http://www.un.org/esa/population/publications/wup2007/2007WUP\\_Highlights\\_web.pdf](http://www.un.org/esa/population/publications/wup2007/2007WUP_Highlights_web.pdf)

<sup>2</sup> <http://climate.dot.gov/about/transportations-role/overview.html>

# Research Goals and Topics

- Goal: describe and assess efforts by regional agencies to coordinate land use and transportation
- Key topic areas:
  - Governance
  - Coordination of land use and transportation
  - Use of incentives to promote smart growth

# Terminology

- Governance
  - Formal structures
  - Informal structures, processes & approaches
- Coordination of Land Use & Transportation
  - Procedural challenges
  - Substantive challenges

# Research Approach

- Case study analysis
- Four cases:
  - Portland, Oregon (Metro)
  - Central Puget Sound, Washington (PSRC)
  - San Diego, California (SANDAG)
  - Denver, Colorado (DRCOG)
- Reasons for selection



# Methods

- CPW Team
- Document review
  - Reports
  - Literature
- Key stakeholder interviews
  - ≈10 interviews per case
  - Two group interviews in Washington and Oregon
- On-line survey





## On-Line Survey

- Transportation and Land Use Committees
- Total sample size:

	<b>PSRC</b>	<b>DRCOG</b>	<b>Metro</b>	<b>SANDAG</b>
<b>Sample size</b>	101	117	163	69
<b>Responses</b>	61	59	44	35
<b>Res. Rate</b>	60%	50%	27%	51%

## Caveats

- Based on only 4 cases
- Reliance on expert views
- Limited sample sizes
- Relatively new programs
- Difficulty of comparing data across cases



# Findings

1. Governance
2. Transportation – Land Use Coordination
3. Transportation Improvement Program (TIP) Criteria
4. Growth Centers Incentives



# 1. Governance Overview

<b>Regional MPO</b>	<b>Metro Population</b>	<b>MPO Area (sq. mi)</b>	<b>Cities Counties</b>	<b>MPO Formation</b>
<b>Portland (Metro)</b>	1,400,000	463	25 Cities 3 Counties	1977
<b>Puget Sound (PSRC)</b>	3,583,000	6,290	72 Cities 4 Counties	1959
<b>San Diego (SANDAG)</b>	3,200,000	4,526	18 Cities 1 County	1966
<b>Denver (DRCOG)</b>	2,700,000	3,608	48 Cities 9 Counties	1968

# **1. Governance Findings**

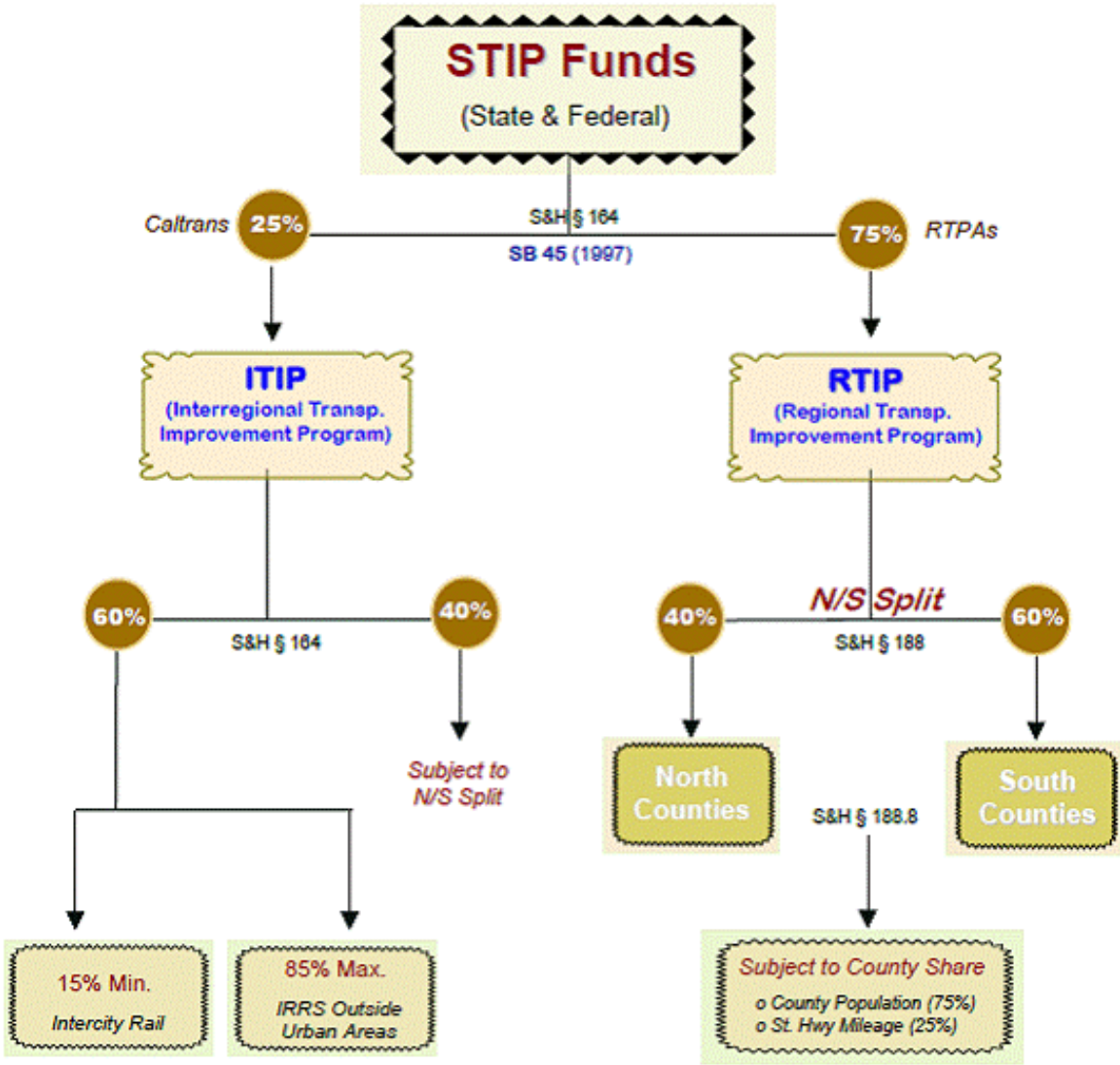
2. Most critical players are involved
3. Some complex cross-boundary coordination issues
4. Elected official engagement is critical
5. Some challenges coordinating with state DOTs
6. Transportation funding in regions is key

# 1. Governance Findings Discussion

- **Transportation funding in regions is key**
  - Major reform of state funding in California
  - Studies in Portland and Puget Sound raised questions about regional vs. state control of funding
  - Voter approved sales taxes in Denver and San Diego have resulted in significant new transit investment
  - Highlights underlying tensions between state and regional transportation goals



# California Transportation Funding





# 1. Potential Governance Best Practices

- DRCOG board manual
- Metro Bi-State Coordinating Committee
- PSRC involves neighboring counties in meetings
- SANDAG uses a two part voting system based on (1) number of jurisdictions and (2) population

## 2. Coordination Overview

	PSRC	DRCOG	Metro	SANDAG
Getting Considerably Worse	2%	0%	3%	0%
Getting Worse	12%	7%	8%	0%
Staying the Same	29%	38%	28%	30%
Improving	45%	45%	35%	48%
Improving Considerably	9%	9%	18%	21%
Don't Know	3%	0%	10%	0%
Sample Size	58	55	40	33

## 2. Coordination Findings

- Generally positive trends around coordination of land use and transportation
- Varying influence of coordination tools
  - State concurrency rules important in Puget Sound and Portland
  - Regional planning and transit investment in San Diego and Denver
- Coordination with transit districts is critical

## 2. Coordination Findings Discussion

- **Coordination with transit districts is critical**
  - In all 4 regions transit investment has been a key strategy for smart growth
  - Transit investment is linked to both voluntary (DRCOG and SANDAG) and regulatory (Metro and PSRC) regional land use plans
  - Transit investment an important incentive for some local governments

## 2. Potential Coordination Best Practices

- Consistency requirements in Oregon and Washington between land use and transportation decisions
- PSRC land use and transportation boards meet periodically to discuss consistency issues
- SANDAG Transnet tax has funded significant open space acquisition, an additional growth mgmt tool

### 3. TIP Criteria Overview

	PSRC		DRCOG		Metro		SANDAG	
	Sig.	Insig.	Sig	Insig	Sig	Insig	Sig	Insig
Transportation decisions across region	81%	2%	88%	5%	79%	7%	79%	14%
Land use decisions across region	33%	26%	26%	36%	47%	25%	31%	31%
Sample Size	45-46		39-40		28		13-14	

### 3. TIP Criteria Findings

- MPO controlled TIP funding has limited influence on land use decisions
  - MPO controlled TIP funding relatively small portion of transportation investment
  - Smart growth criteria a small percentage of TIP criteria
- TIP criteria is an important *additional* influence when combined with other policies and incentives

### **3. Potential TIP Best Practices**

- DRCOG awards points for projects in urban centers within the UGB area
- Metro allocates points for projects that support the Region 2040 Land Use Goals
- PSRC allocates points for projects that benefit centers defined in its Vision 2040 plan
- SANDAG allocates points to projects that support regional corridors or growth centers



## 4. Centers Policy Overview

	PSRC		DRCOG		Metro		SANDAG	
	Agree	Disagree	Agree	Disagree	Agree	Disagree	Agree	Disagree
Influenced local govt's to focus more development in centers	74%	6%	61%	14%	77%	9%	83%	7%
Created significant incentives for local govt's	40%	40%	20%	53%	35%	26%	44%	30%
Significantly influenced private investment	26%	28%	12%	37%	17%	31%	23%	23%
Sample Size	50		49		35		27	

## 4. Growth Centers Findings

- Grant funds alone are insufficient for a significant regional impact
  - Funding levels are small compared to needs
  - Flexibility of grant funding is important
- Growth center funding more significant when combined with other plans and policies
- Significant planning constraints for growth centers

## 4. Growth Centers Discussion

- **Significant planning constraints for growth centers**
  - Public opposition to higher density development
  - Mixed political support
  - Difficult private investment market
  - Construction costs and housing affordability
  - Regional tensions between cities about who should get funding

## 4. Potential Growth Centers Best Practices

- SANDAG has allocated \$280 million over 40 years for Smart Growth Incentive Program
- Metro's grant program is funded by construction excise tax
- PSRC has developed a design guidelines manual for urban centers
- DRCOG funds studies around light rail stations in coordination with the Regional Transportation District

## Outcomes

- Mixed views on consistency between land use and transportation decision making
- Most believe their region is making more efficient use of land due to regional efforts
- Most believe their region is creating more transportation options due to regional efforts

# Forum Discussion

- **Research Findings Discussion**
  - Tom Kloster, Metro
  - Ben Bakkenta, PSRC
  - Coleen Clementson, SANDAG
  - Steve Rudy, DRCOG
  - Susan Handy, University of California, Davis
  - Terry Moore, ECO Northwest
- **Breakout Sessions**

