

Unlocking the potential: Transit Oriented Development

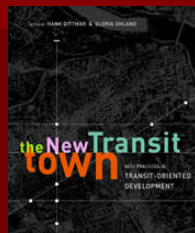


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The Center for Transit Oriented Development



- Non-traditional leaders forcing change
- Innovative partnerships and funding emerging
- Successful TOD requires larger context: regional transit system, community support, political will
- Market demand IS changing. Are we meeting that demand with our transit investments?

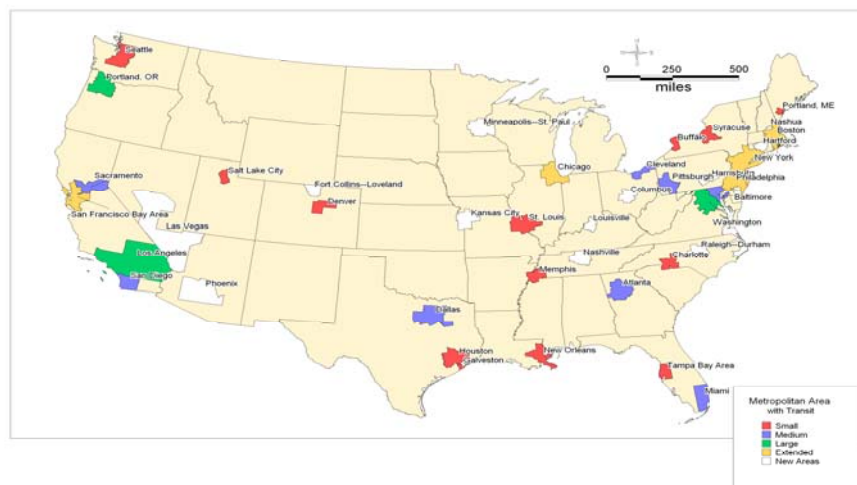


Housing Preferences are Changing

- 71% of older households want to be within walking distance of transit
- Demographers estimate that as much as 30% of the demand for housing is for denser, walkable, mixed-use communities, and that less than 2 percent of new housing starts are in this category.
- By 2025, 14.6 million households are expected to want housing within ½ mile radius of fixed guideway transit



Metro Areas with Transit (Fixed Guideway)



Defining Transit Oriented Development



- TOD at Turn of the Century:
 - Developers built streetcar lines to serve their projects
 - Pedestrian-oriented, mixed use, moderate density
- ½ mile radius of transit, more than just the station
- Creating development opportunities at and around transit
- Connecting jobs, housing and transportation
- Lower household transportation costs,
- Create value and return on public investment

TOD around the country



- Both Atlanta and Dallas boast of having attracted \$1 billion in private investment around their rail stations--even though the rail system in Dallas is only 6 years old and only 20 miles long.
- In the Bay Area, BART estimates that 50 mixed-use developments have been built or are under construction along the region's six rail systems in the last few years, with double that number planned.
- Suburban San Jose has zoned for and zealously promoted higher-density, mixed-use development around its rail system.
- In Los Angeles, the MTA's Joint Development Program has invested more than \$1 billion in projects with public and private partners.

Unlocking the Full TOD Benefits

- **Economic** – mixed use, value capture
- **Redevelopment** – housing, mixed use
- **Transit** -- ridership increases
- **Environmental** – reduced auto use and energy dependence, emissions reductions

ADD:

- **Community Benefits** -- amenities, public space, safety, vibrancy, trends over time
- **Household benefits** – Cost of Living Savings



Rosslyn-Ballston Transit Corridor in Northern Virginia

- Used Metrorail as catalyst for redevelopment of commercial spine
- Concentrated density and promoted mixed-use at five stations
- Preserved and reinvested in adjacent residential neighborhoods

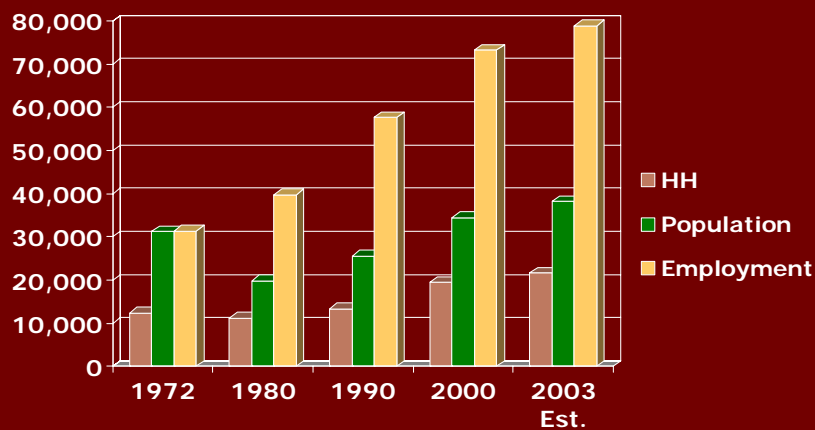


Rosslyn-Ballston Corridor Results

- 73.3% of patrons walk to transit, over 58,000 trips daily;
- 38% of residents near stations take transit to work;
- The R-B Corridor produces 32.8% of the County's real estate tax revenue from 7.6% of it's land area, allowing Arlington to have the lowest property tax of any major jurisdiction in Northern Virginia



R-B Corridor: Development Trends



Traffic Counts (Total Daily Volume)

Location	1980	Projected for 2000 in 1980 plan	1997	2001	2003	2004
Clarendon Blvd (East of N Garfield)	3,500	22,200	13,029	14,199	13,611	12,843
North Highland (N of 11th Street)	8,052	7,712	7,587	8,156	n/a	n/a
North Highland (S of Key Blvd)	3,400	7,000	4,906	3,946	n/a	n/a
North Washington Blvd (W of N Daniel)	20,000	25,900	18,468	18,513	17,660	17,230
North Washington Blvd (W of Clarendon Circle)	17,300	21,400	20,232	19,478	n/a	n/a
Wilson Blvd (E of N Daniel)	15,000	36,900	13,374	n/a	14,174	15,795

Source: Arlington County DOT

Reality TOD

Walkability & Mode Split =

- ❖ Increased safety
- ❖ Incremental health benefits
- ❖ Reduced traffic congestion



Transportation = Affordability?

- Affordability is about housing costs *and* other costs of living associated with housing unit location, especially transportation costs
- Due to development patterns and lack of transportation choice:
 - Transportation is the 2nd highest expenditure after housing
 - For working families, housing and transportation consume >50% of household budgets



Photo Credit: NorthstarTrain.org



The new "Affordability Index" models transportation costs by neighborhood

- The H+T Affordability Index adds known housing costs to modeled transportation costs to identify the percent of income that households spend on "H+T":

$$\text{Affordability} = \frac{(\text{Housing Costs} + \text{Transportation Costs})}{\text{Income}}$$



Modeled Transportation Costs

MODEL INPUTS

9 Independent Variables

7 Local Environment:

Households/residential acre
Household/total acre
Avg. Block Size in acres
Transit Connectivity Index
Distance to Employment Centers
Job density (jobs/sq.mi.)
Access to amenities

2 Household

Household Income
Household Size

Model

HOUSEHOLD "T" COSTS:

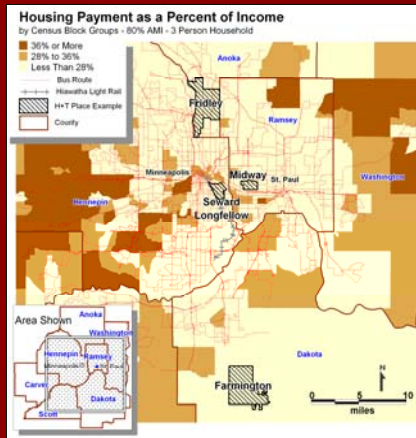
3 Dependent Variables

Auto Ownership
+
Auto Usage
+
Transit Usage

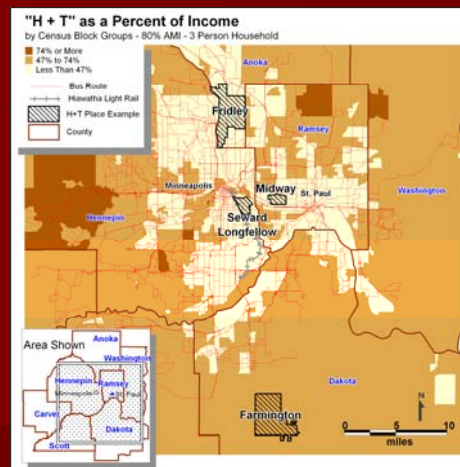
Total Transportation Costs



Where can a 3-person household earning 80% of the Twin Cities AMI afford to live?



Considering just price of housing



Considering both housing AND transportation: Affordability Changes!

Affordability Index Model Summary

- The total transportation costs can now be:
 - Mapped by neighborhood
 - Combined with housing costs and mapped together by neighborhood
 - Studied to see how development patterns and investments in transportation choice impact household transportation costs



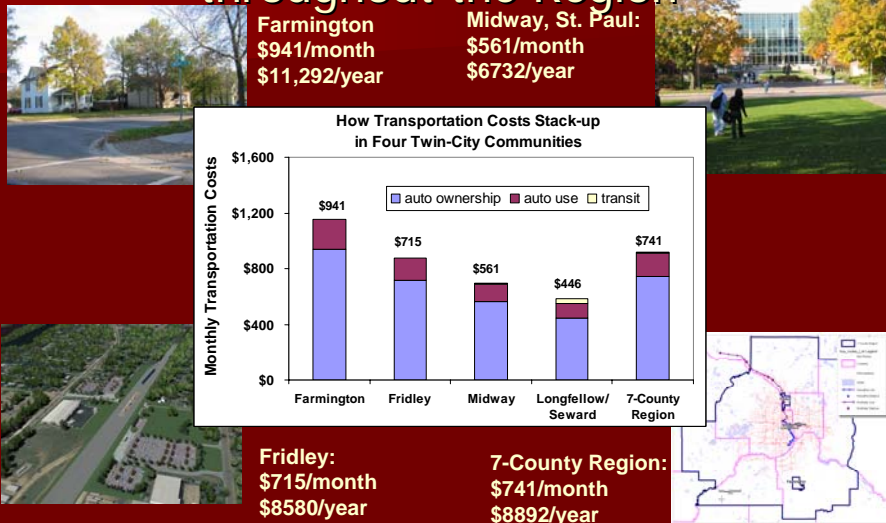
Expanding the Model to other Areas:

- Because the model uses nationally accessible data bases, it can be replicated in the 49 communities with fixed guideway transit service
- CNT and CTOD are currently working to apply the model in 28 metropolitan areas.
- Information on these areas, and detailed description of the methodology can be found at: www.reconnectingamerica.org

AI Application in the Twin Cities, MN

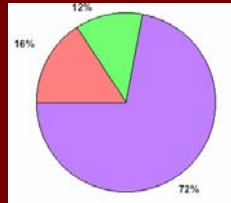
- Developed around street cars and had one of the best systems in the country
- But transportation choice diminished:
 - bus service declined and highway development and auto ownership flourished
 - New growth areas “opt out” of transit tax, and low density development can’t support quality transit
- By 2003: 50% of Twin City households spent >\$9,200 on Transportation, and 40% earn <\$45,000
- Between 1982-2000, Twin Cities ranked #1 in percentage increase of peak period travel

Monthly Transportation Costs throughout the Region

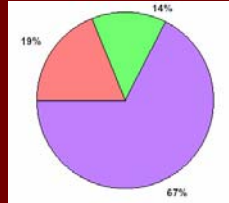


Cost of Living in 3 Twin Cities Neighborhoods

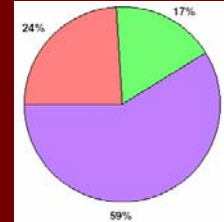
Household Budget for a Family of 3 Earning \$56,690/yr



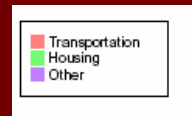
Midway Neighborhood
T = 16% of expenses



Fridley Neighborhood
T = 19% of expenses

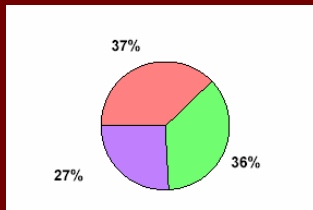


Farmington
T = 24% of expenses

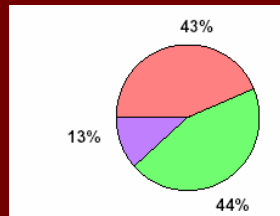


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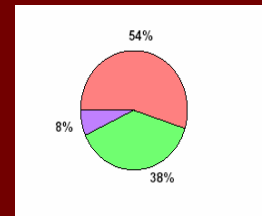
Single Person Household Budget Earning \$16,830/yr



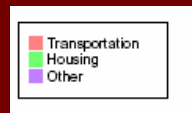
Midway Neighborhood
T = 37% of expenses



Fridley Neighborhood
T = 43% of expenses



Farmington
T = 54% of expenses



Smart Growth Benefits of the new Affordability Index

- **Foster Transportation Choice, which:**
 - Lowers household transportation costs
 - Increases job accessibility
 - Reduces Congestion
 - Channels growth to transit served areas
 - Avoids road and sewer construction
- **Build wealth**
 - For Households, by lowering costs
 - For Regions, by reducing infrastructure costs and inefficient development patterns

Do our policies match our goals?

- **SAFETEA-LU changes:**
 - Added economic development to list of criteria
 - Attempts to equalize land use, economic development and cost-effectiveness
 - Creates a Small Starts program
- **Mixed Signals:**
 - More funding for transit, but far from the need
 - What does Cost Effectiveness really mean?
 - Highway / transit inequality: \$ and process
- **Energy Independence – TOD and Energy policy**



For more information on the Affordability Index:



- www.reconnectingamerica.org
- www.cnt.org
- www.brookings.edu/metro/umi.htm