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INTEGRATION OF TRANSPORTATION AND LAND USE PLANNING IN THE U.S.

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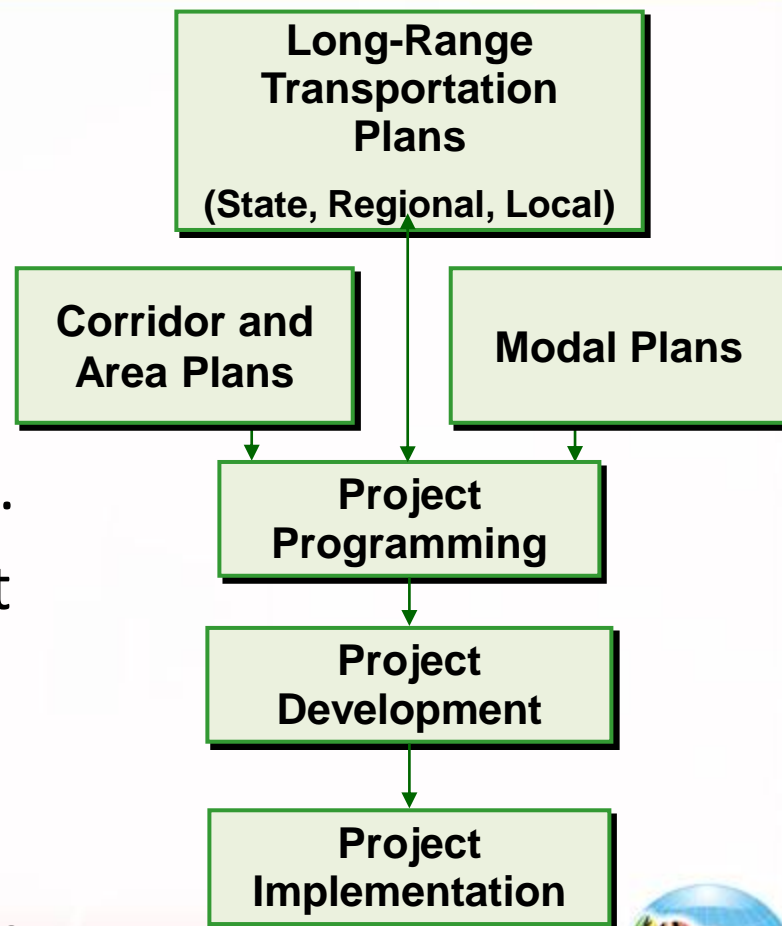
Introduction

- Setting the context.
 - Transportation planning.
 - Land use planning.
- Case study examples.
 - U.S. Partnership for Sustainable Communities.
 - Washington State.
 - Northern Virginia.
- Concluding thoughts.



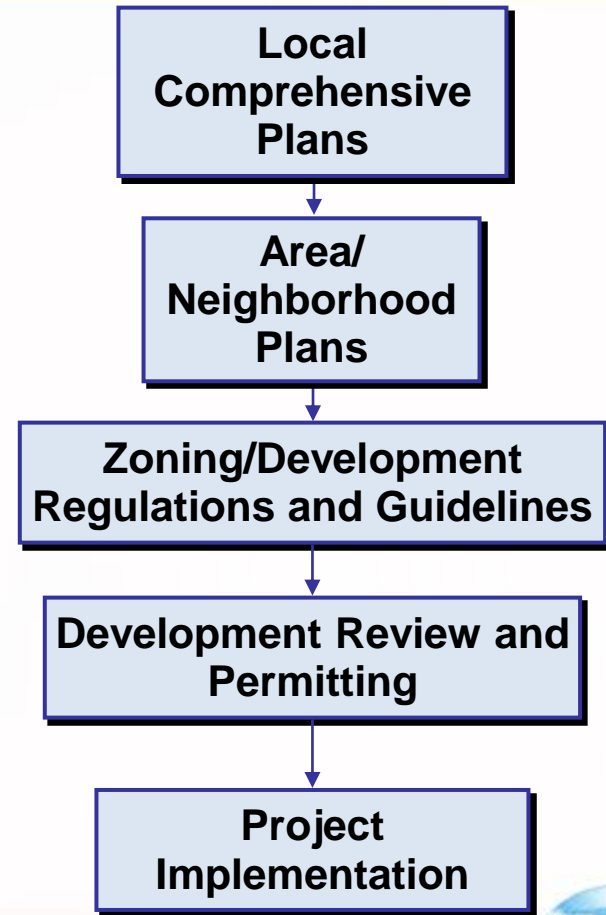
Transportation Planning in the U.S. is Complex

- Federal, state, regional, and local governments all play a role in planning, funding, and operating roadways.
- Planning is complex, multi-jurisdictional, and multimodal.
- Planning requires engagement of a broad variety of stakeholders.
- Planning is influenced by federal and state requirements.



Land Use Planning in the U.S. is Locally Driven

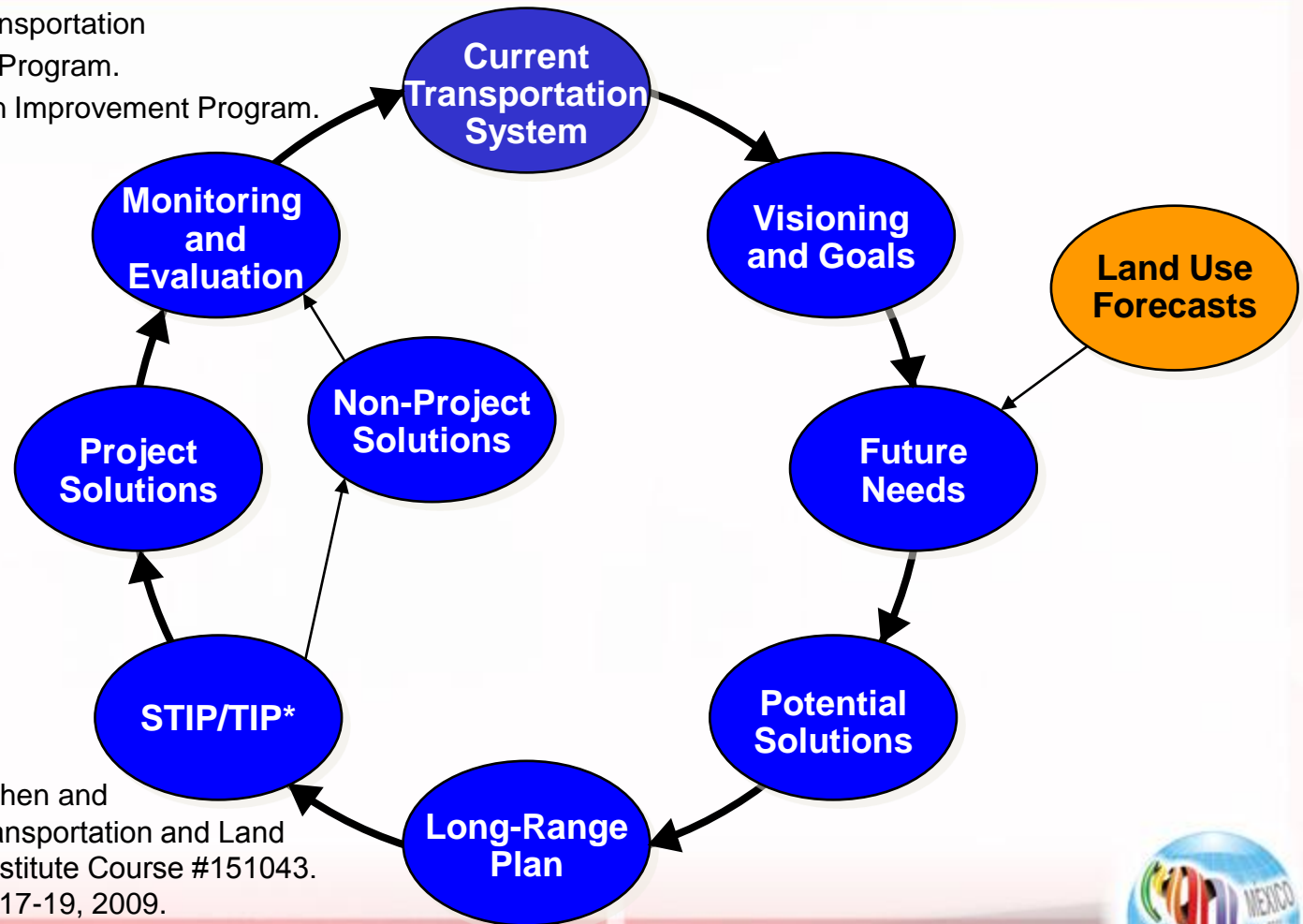
- Land use planning authority is delegated to local governments.
- Policies are established in:
 - Long-range comprehensive plans.
 - Subarea plans.
- Policies are implemented through zoning and development regulations and permitting.



Traditional Planning Uses Land Use Forecasts as an Input to Regional Transportation Models

STIP = Statewide Transportation Improvement Program.

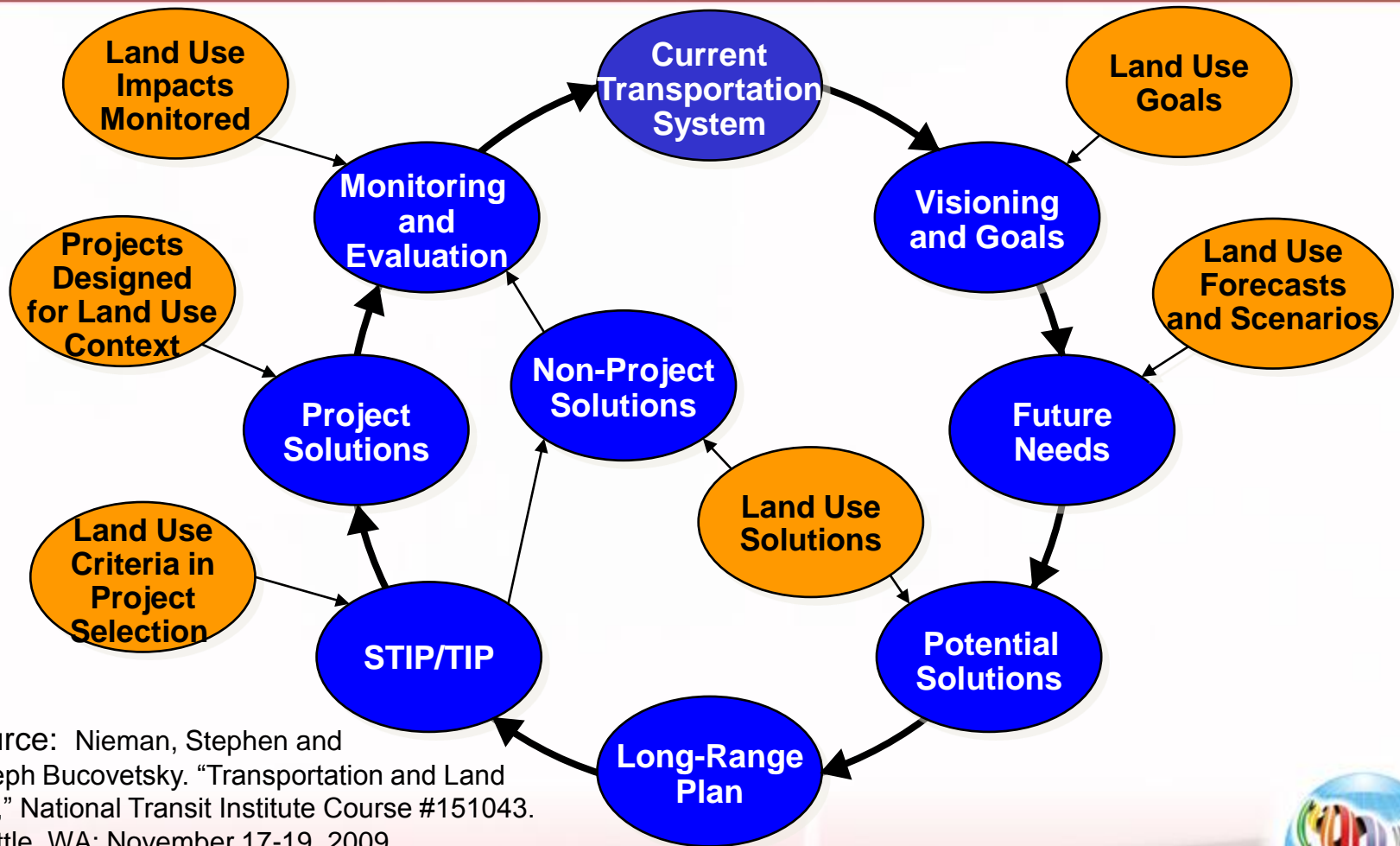
TIP = Transportation Improvement Program.



Source: Nieman, Stephen and Joseph Bucovetsky. "Transportation and Land Use," National Transit Institute Course #151043. Seattle, WA: November 17-19, 2009.



Integrated Planning Considers Land Use and Transportation Together



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Case Study Examples

- U.S. Partnership for Sustainable Communities.
- Washington State Department of Transportation.
- Northern Virginia Metro Rail Extension.



U.S. Partnership for Sustainable Communities Better Integrates Transportation and Land Use

- Includes three federal agencies:
 - Department of Housing and Urban Development.
 - Department of Transportation.
 - Environmental Protection Agency.
- Intended to better align transportation funding with land use and economic outcomes:
 - Coordination of housing/transportation/environmental investments.
 - Protection of public health.
 - Promotion of equitable development.
 - Address opportunities to reduce transportation emissions.
- Implemented through various agency grant programs.

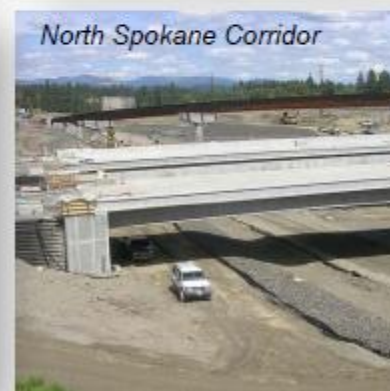
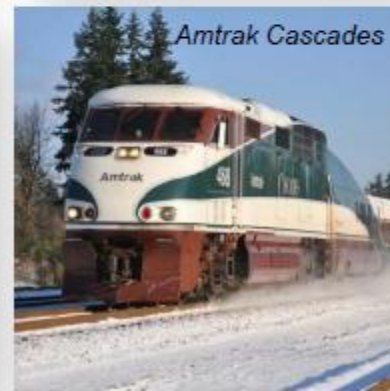
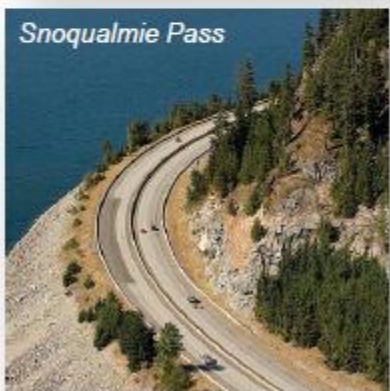
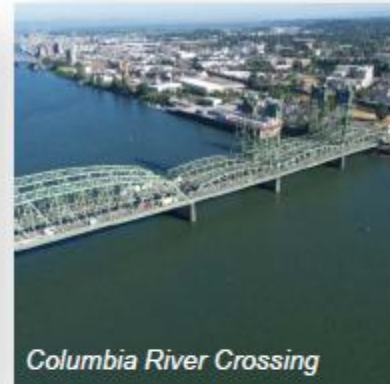


U.S. Partnership for Sustainable Communities Adopted Six Livability Principles

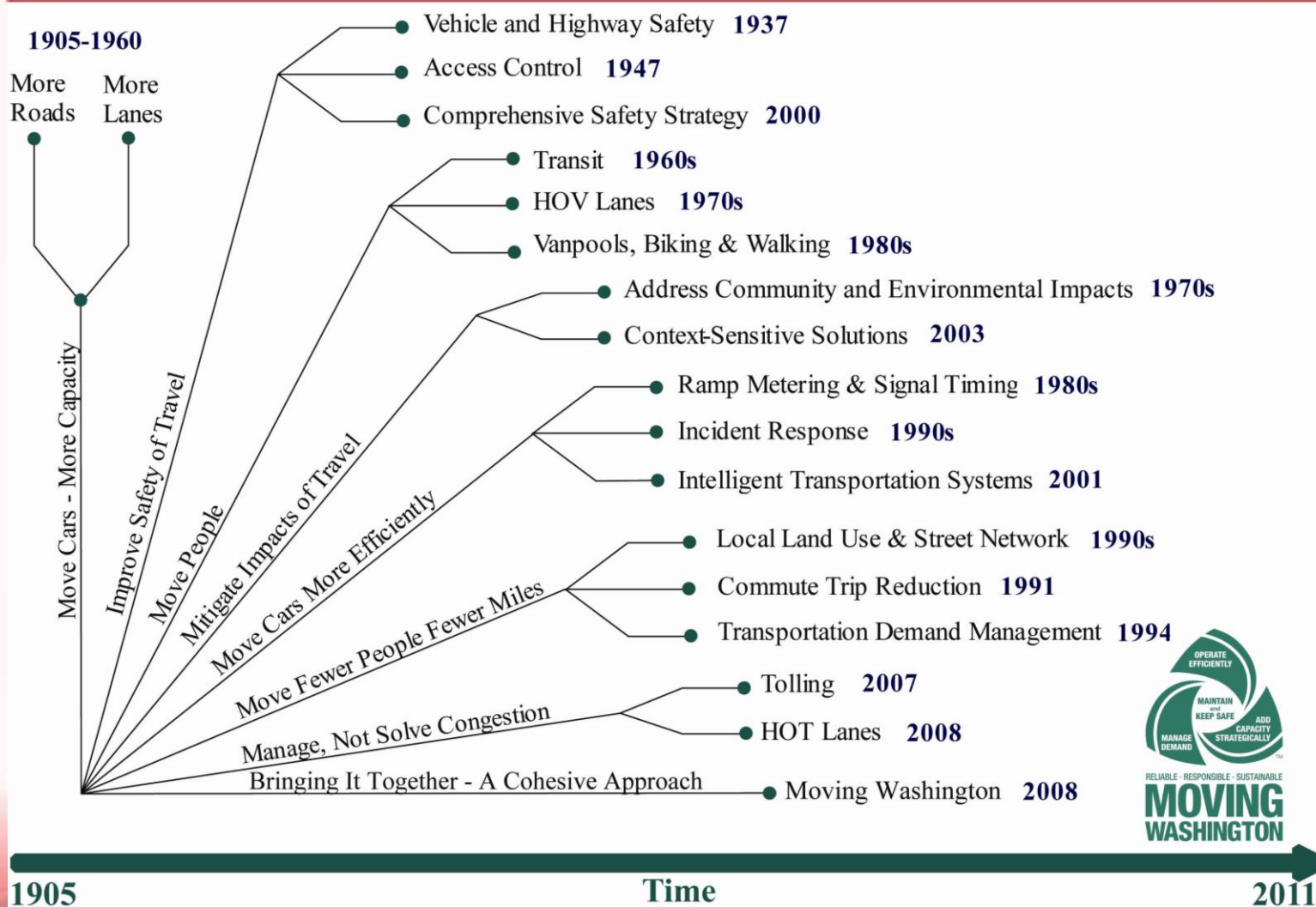
1. Provide more transportation choices.
2. Expand location- and energy-efficient housing choices.
3. Improve economic competitiveness of neighborhoods.
4. Target federal funding toward existing communities.
5. Align federal policies and funding.
6. Enhance the unique characteristics of all communities.



Washington State Envisions an Integrated Transportation System that is Reliable, Responsible and Sustainable



Washington State Transportation Policy has Evolved



Moving Washington is our strategy for an integrated, 21st Century transportation system

WSDOT's Definition of a Sustainable Transportation System:

A system that preserves the environment, is durable, and takes into account how the agency builds and the materials it uses.

Sustainable transportation uses management and operation strategies and policies that meet society's present needs without compromising the ability of future generations to meet their own needs.



RELIABLE · RESPONSIBLE · SUSTAINABLE

MOVING WASHINGTON



Washington State's Growth Management Act Coordinates Land Use and Transportation Planning



State Transportation Plans.

Regional Transportation Plans.

Multicounty Planning Policies.

Countywide Planning Policies.

County Transportation Plans.

City Transportation Plans.

State
Consistency

Regional
Certification

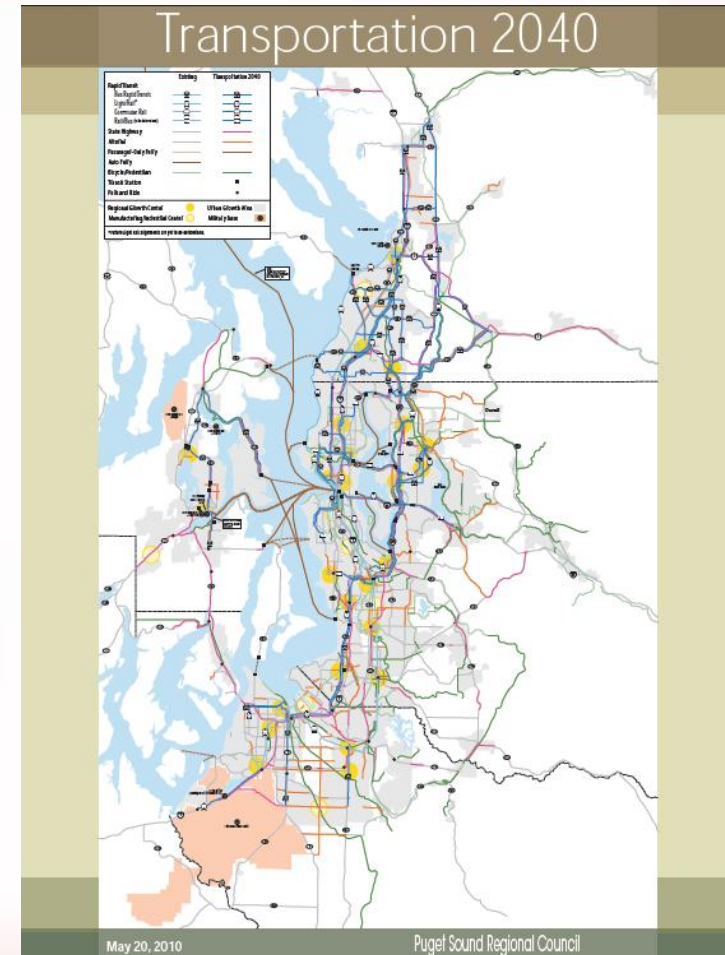
Consistency
with
Neighboring
Jurisdictions



Puget Sound Regional Council's 2040 Plan is a Good Example of Integrating Land Use and Transportation

Transportation 2040:

- Supports the region's growth strategy, which focuses job and housing growth in regional centers.
- Prioritizes transportation investments in regional centers.
- Incorporates technology to improve mobility in 12 smart corridors.
- Adopts a specific four-part strategy to reduce greenhouse gas emissions and vehicle miles traveled.
- Progressively transitions from a funding structure based on gas taxes to a user fee approach (e.g. HOT lanes, tolls).

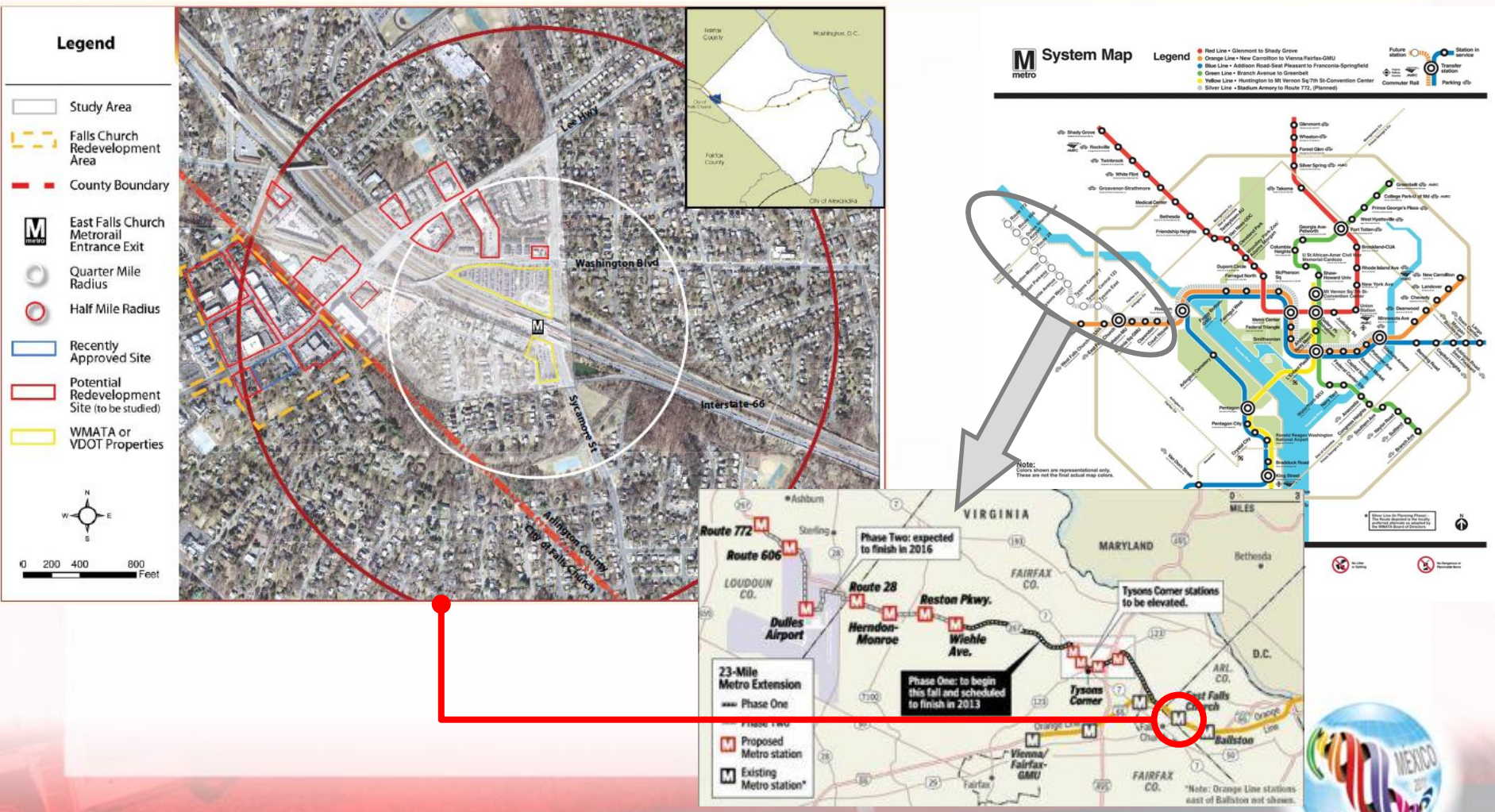


Northern Virginia MetroRail Extension Transformed an Auto-Centric Center

- Local businesses will help fund a 23-mile extension of MetroRail to Dulles Airport.
- This transportation investment provided new opportunities for land use transformation at stations.
- A partnership was formed among state transportation agencies and local governments.
 - Construction funded through federal, state, and local sources (including a business tax overlay and a toll road).
 - The county adopted a complementary land use plan.



Northern Virginia MetroRail Extension



Concluding Thoughts

- Achieving a reliable, responsible, and sustainable transportation system will require the integration of transportation and land use planning.
- State transportation agencies have become more collaborative and creative to achieve broader goals with less money.

