Equity and Transit-Oriented Development: Trends and Opportunities for Reform

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Center for Transit-Oriented Development

- Creating a national marketplace for TOD, working with cities, transit agencies, developers, investors and communities
- Best practices, technical assistance, research, policy reform
- A collaboration of Reconnecting America, The Center for Neighborhood Technology, and Strategic Economics
- Broad range of partners including Federal, regional, and local government, foundations, non-profits and community-based organizations
1. Transit-Oriented Development Introduction
2. National Trends and TOD
3. The Critical Need for Equity
4. Opportunities for Reform
People within a half-mile radius are 5 times as likely to walk to a major transit stop than others. Those who live further from a transit node are less likely to bother with the train or bus.

TOD also applies at the corridor and regional scales.
TOD From a Community Perspective

Synergy between land use and transit delivers:

- Truly Affordable Housing and Access to Jobs
- Expanded Travel, Shopping and Housing Choices
- Regional Connections and Less Need to Drive
- Community Revitalization and Placemaking
- Environmental and Air Quality Improvements
TOD From a Transit Perspective

Synergy between transit and land use that delivers:

• Increased Ridership and Revenue
• Regional Connections and Efficiency
• Value Creation and Financial Return
• Public Support for Expansion Projects
Two types of Sites

• Transit-Oriented DISTRICT
  – Area w/in a 5 minute walk of transit
  – Transit Villages / Town Centers / urban infill / greenfield

• Joint Development
  – On publicly owned land
  – Next to the station
Trends Driving Interest in TOD

- Changing Demographics
- Changing Consumer Preferences
- Rising Gas and Energy Costs

Projected Demand for Housing in Transit Zones

- Households (Millions)
- Year: 2000 to 2025
Transit and Urbanism on the Rebound

- Transit ridership has increased 25% since 1995
- Rail trips growing faster than bus trips
- Development Industry has responded to new demand for urban living
Transit is in a Building Boom

- 3,341 existing stations in 27 regions with “fixed-guideway transit”
- 630 additional stations planned in 15 regions with new systems
- 100 cites in the national Community Streetcar Coalition
- Private sector is contributing to transit construction

Denver’s Union Station; 44 trains an hour, soon
Diversity & Demand Collide

- Neighborhoods near transit today are more racially and economically diverse than the regional average and are vulnerable to displacement.

- 40% of TOD demand will come from households making less than 50% of median income.

- 58% of TOD demand is likely to come from single person households.

- Land is scarce! Construction costs are high!
Location Matters: Transportation is #2 Expense after Housing

Source: Center for TOD Housing + Transportation Affordability Index, 2004 Bureau of Labor Statistics
TOD Affects Travel Patterns
Transit System Size Affects TOD Performance

- TOD Market Grows
- Car Ownership Declines
- Incomes Reflect Regional Profile
- Wider Array of Household Types Seek Housing Near Transit
- Higher Walk, Bike and Transit Mode Shares
- More Mid-Day Transit Trips
Equity Needs and TOD

- Affordable Housing
- Community Revitalization
- Access to Employment and Good Jobs
Affordable Housing Challenges

- Securing and assembling land early for new development
- Leveraging market activity for affordability benefits
- Preserving existing affordability and reinvigorating distressed public housing near transit
- Building wealth and community
- **We have the tools**
Community and Economic Revitalization

• Not every transit investment will have the same potential for economic development and value capture

• Imperative to plan early for success to realize community benefits

• Regional transit and land use vision critical to guide long-term implementation
Regional Job Links Critical
National Imperatives for TOD

- Affordability Crisis
- Need for metropolitan revitalization and community development
- Response to global climate change
- Federal, state, and local policies need to respond
Making Transportation Work for the America in the 21st Century

• Launching a new national reform campaign
• Goal of Re-energizing, Re-building, Re-engaging the Progressive Transportation Advocacy Movement to Influence Federal Policy
• Build and support state and local efforts
Imagine…

• An America where every community has…
  – Public transportation available within 15 minutes of every household
  – Alternative transportation options connect people and opportunities
  – A network of intercity rail and highways connect to other metro areas
  – Greater control of its destiny, and accountability to the public
Inform the Debate

• 2008 – let the games begin
  – Recommendations from Federal Study commissions
  – Bankruptcy of Highway Trust Fund
  – Administration position revealed
  – Congressional Hearings and Action
  – Presidential and Congressional Elections

• 2009 – new leadership
  – SAFETEA-LU Bill expires
  – New Congress and New Administration
What is success?

• Re-envision purpose and outcomes:
  – The role of transportation investments is to reduce our nation’s dependency on oil, to lower household transportation costs, to provide mobility options to all, to reduce our carbon footprint NOT JUST reduce congestion
    • Double transit ridership,
    • Reduce VMT growth by 50%,
    • Restructure and empower metropolitan decision making,
    • Create a national intermodal program for large scale investments,
    • Explicitly allow transportation funding for land use and community development programs
Make Our Voices Heard

The system is broken, and broke

- **Reform from below:** strengthen and support state, local, and metro efforts

- **Reform from above:**
  - At the Congressional level: Identify and grow our allies, legislative proposals, and messengers
  - New Administration: Full plate – will transportation reform be on it?

- **Reform from within:** draw connections
Other National Opportunities for TOD

- Climate Change Legislation
  - 2009?
- State-Level Initiatives
  - MD, MA, NJ, OR, PA, CT and others
- Local level
  - Bringing projects and tools to scale