Exploring Transit Oriented Development (TOD) NAMAs

Second MAIN Dialogue

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Transit-oriented development is higher-density mixed-use development within walking distance of transit stations.
Why build TOD?

• Increase “location efficiency” so people can walk and bike and take transit – saving money and reducing GHG emissions.

• Boost transit ridership and minimize traffic congestion.

• Provide a rich mix of housing, shopping and transportation choices for all incomes.

• Generate revenue for the public and private sectors, for both new and existing residents.

• Create a sense of place and increase quality of life.
• May generate controversy—capture this energy at the beginning so project will come out stronger

• Include flexibility in process so it can respond to new input

Start with a Participatory Planning Process
Tools for promoting TOD

**Regulation:**
- land plans
- zoning
- impact fees
- building codes
- TDM regulations

**Incentive:**
- Land assembly
- zoning for higher density
- tax policy
- cost sharing agreements

**Investment:**
- transit infrastructure, operation
- Non motorized infrastructure
- power, water, etc
Curitiba, Parana
Public Private cost sharing, Tax policy
New York Avenue Metro
Washington, DC
Panama City Metro Alignment
Non Motorized Transport Infrastructure
Arlington, Virginia
Objectives:
• Network Integration,
• Change from Quantity to Quality Licensing
• Capacity Building for regulators and operators
• Increased Ridership on TransJakarta.

Problem Definition:
• Low ridership of TransJakarta,
• Low accessibility to TransJakarta Busway,
• Competition with existing medium & small bus service
• Overlapping routes
• Lack of human resource capacity

Jakarta, Indonesia
Improving the TransJakarta BRT
Preparatory Work

Review of Current Situations
- Review of existing studies and data
- Conduct of public transport surveys
- Analysis updated demand data

Review of Existing Master Plan
- Review of future transportation demand
- Review of existing Master Plan

Formulation of Action Plan
- Implementation strategy and priority project
- Subcomponent Development Actions:
  - Busway system
  - Feeder bus system
  - Rationalization of local bus service
  - Restructuring of local bus network
  - Taxi, bajaj and Para-transit
  - Information system
  - Facilities for vulnerable passengers
- Environmental and social consideration
- Institutional development for Public Transport Authority

Capacity Building
Policy Dialogue
Technology Transfer
Proposed TransJakarta NAMA elements

1. Optimize feeder system
2. Institutional reforms
3. Improve relations with private bus lines including buy outs
4. Landuse planning around stations to improve accessibility
5. Relocation assistance in expansion corridors
6. Education programs
Support for TOD NAMAs

Grants: Incremental Costs
- NMT infrastructure
- Water, sewer, parks, etc
- Public cost of public/private agreements

Technical Assistance: Best practices, experiences
- Preparing plans, policies and regulations
- Economic feasibility analysis
- Structuring tax policy
- Optimizing and improving transit service

Loans and Loan Guarantees: Steering capital to TOD
- Covering risk of private investment
- Concessionary terms for infrastructure
Where to find potential TOD NAMA’s?

Everywhere you look…..
Gracias

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