



# Local Land Use and Transportation Policy

Implementation Brief

June 2021

# CONTENTS

---

Local Land Use and Transportation Policy .....	1
Strategy Overview .....	1
Connections to Other Strategies .....	2
Potential Actions .....	2
1. Collaborate with State and Regional Partners on Communications .....	2
2. Conduct Evaluation of State Law and Policy, as well as Local Practices .....	3
3. Enhance Existing NJTPA Technical Assistance Programs.....	5
4. Amend NJTPA Project Prioritization Criteria .....	6
5. Develop Model or Guide for Local Transportation Plans .....	8
6. Support an Amendment to Municipal Land Use Law (MLUL) .....	10
Outcomes .....	11
Resources and Funding .....	12
Funding Programs.....	13
Incentives .....	13
Voluntary Resources.....	15
Best Practices .....	15



## Local Land Use and Transportation Policy

This implementation brief provides general guidance for the NJTPA and partners to support land use policies and transportation planning assistance as a strategy for advancing transportation demand management (TDM) and mobility. This strategy was developed in coordination with the NJTPA staff and the project Technical Advisory Committee (TAC) and informed by consultation with the New Jersey Office of Planning Advocacy (OPA) and with attorney and transportation law and policy expert Janine Bauer, Szaferman Lakind Attorneys at Law.

### Strategy Overview

Coordinated land use and transportation planning supports location-efficient development in conjunction with transportation investments that are walkable, bikeable, and transit-oriented. It helps mitigate the transportation system impacts of development and population growth while increasing the accessibility of jobs, housing, education, amenities, and services by shared and active modes of transportation.

Land use decisions yield land development patterns that are the primary drivers of transportation demand. Land use policies and transportation planning assistance could include coordination, funding, staff time, and access to data or tools for municipalities and counties. The actions recommended within this strategy include support for improved coordination between state and regional agencies, research into barriers to coordinated planning, continuation or enhancement of planning assistance provided to municipalities and counties, alignment of transportation project funding criteria with planning goals, provision of model policy guidance, and support for updates to state law.

This strategy would support the *Plan 2045: Connecting North Jersey* goal to **create great places through select transportation investments that support the coordination of land use with transportation systems**. This strategy would also support improved coordination of transportation policies and plans among local jurisdictions throughout the region. TAC members ranked this strategy second highest in priority, citing the need for technical assistance to develop or improve transportation planning and land use policies and the long-term, systemic impact that these changes may have on travel choices.



## Connections to Other Strategies

This strategy's focus on the connection between land use and transportation investment connects to other TDM and mobility strategies including complete streets, first/last mile solutions, and supporting telework and teleservices.

**Institutionalize Complete Streets:** Complete streets infrastructure complements smart growth development to accommodate more trips by walking, biking, and other active modes. Complete streets policies and implementation plans can be developed at the municipal and county level. Depending on which agency has jurisdiction over a street, planning and project development may happen at the state, county, and/or municipal levels. Local development regulations may require a development to provide complete streets features such as sidewalk improvements or bicycle parking.

**First/Last Mile Solutions:** First/last mile solutions are transportation services and infrastructure that enhance connections to and from fixed-route transit: the "first mile" from a trip origin to transit and/or the "last mile" from transit to the trip destination. Municipalities may establish benefits districts to help fund a shuttle or other first/last mile solution to meet transportation needs in areas that are not served by transit. There may be an opportunity to use first/mile solutions to meet the transportation needs of affordable housing residents. Municipalities can site affordable housing near existing transit services, where possible, or work with partners to provide transportation (via shuttles, taxi, TNCs, or another service) to affordable housing locations without transit.

**Support Telework and Teleservices:** The growth of telework and teleservices may have long-term impacts on travel behavior, where people choose to live, and where employers choose to locate. Zoning and other local land use policies ensure that future development aligns with the community's long-term goals. If more residents work from home, dense, mixed-use development and complete streets infrastructure will support walking and biking for short home-based trips.

## Potential Actions

Potential actions to advance land use policies and transportation planning assistance are presented below along with anticipated resources and implementation partners. Each action also includes a table outlining key questions and steps to address those questions and support implementation. Actions are presented in order of anticipated level of effort, starting with the lowest.

### 1. Collaborate with State and Regional Partners on Communications

The NJTPA can collaborate with state and regional partners on sharing planning resources with municipalities. The NJTPA can partner with organizations including the



Office of Planning Advocacy (OPA), the New Jersey Chapter of the American Planning Association, NJ League of Municipalities, the Association of Planning Boards & Zoning Boards of Adjustment (New Jersey Planning Officials), the Transit Village Task Force, Sustainable Jersey, New Jersey Future, and the Regional Plan Association, to share best practices, model plans and policies, data resources, as well as opportunities for technical assistance with local planning officials across the state. For example, OPA is in the process of starting a newsletter and could highlight technical assistance and coordination opportunities with the NJTPA.

**Implementation Partners:** The NJTPA, OPA, the New Jersey Chapter of the American Planning Association, the Association of Planning Boards & Zoning Boards of Adjustment (New Jersey Planning Officials), Sustainable Jersey, New Jersey Future, and the Regional Plan Association

**Resources:** This action would require staff time to develop content for communications and to coordinate across implementation partners.

Key Questions	Steps to Address
Which partners should NJTPA collaborate with, on which planning opportunities, and on which communication channels?	Inventory partners, planning opportunities, target audiences, and communication channels used by each.  Reach out to potential partners to collaborate on communications.
How will cross-promotions be coordinated among partners and communication platforms?	Identify existing standing meetings or set up a new standing meeting and/or communication channel for partners to share upcoming planning opportunities and announcements.

**Next Steps:** To start, the NJTPA should coordinate with OPA on their upcoming newsletter to promote the NJTPA's technical assistance and planning grant opportunities. From there, the NJTPA can inventory other partners, planning opportunities, target audiences, and communication channels to maximize the reach of the NJTPA planning resources to local stakeholders.

**Timeframe:** Short-term (6-18 months)

## 2. Conduct Evaluation of State Law and Policy, as well as Local Practices

The NJTPA and partners can evaluate existing land use and transportation law and policy at the state level, as well as practices among local jurisdictions, to identify opportunities and barriers to improve coordination of planning and development. A review



of state laws, policies, and guidance for local land use and transportation practices may include municipal land use law, residential site improvement standards, NJDOT's complete streets policy, and terms of the state programs discussed in the Resources and Funding section of this brief.

While review of local practices could involve scanning web-based planning and zoning ordinance repositories such as the New Jersey State Library's municipal code database<sup>1</sup>, a more efficient methodology might be to survey municipal planning officials about planning practices such as adoption of municipal, district, or corridor-level plans for multimodal access and mobility; the involvement of planning staff in development of local transportation projects; prioritization process for local transportation projects; zoning requirements for parking; development regulations related to transportation impacts; and more.

In addition to evaluating existing state law and policies as well as local planning practices, the NJTPA and partners can review eligibility criteria and guidelines that planning projects must meet to receive funding or technical assistance from regional or state resources. This review should cover all existing programs and the potential to set eligibility prerequisites based on regional or state land use objectives and best practices. For example, municipalities could be required to adopt plans within a certain timeframe in order to have access to assistance programs from MPOs or state agencies. It would also be valuable to evaluate if any content from project work supported by the NJTPA's technical assistance is carried forward into redevelopments and municipal plan circulation elements. The best practices and findings of the review could inform the development of a model or guide for local transportation plans as described in Action 5.

**Implementation Partners:** The NJTPA, Delaware Valley Regional Planning Commission (DVRPC), South Jersey Transportation Planning Organization (SJTPO), OPA, NJ Chapter of the American Planning Association, other research partners such as NJ colleges and universities and New Jersey Future, and municipal planning officials.

**Resources:** This action would require staff time to conduct the evaluation and/or funding for consultant support.

Key Questions	Steps to Address
How will existing state laws and policies, as well as local practices related to land use and transportation be evaluated to identify barriers to coordinated planning and development?	Coordinate with state and local partners to identify the evaluation criteria and process.
How will COVID-19 impact employment location choices, home location choices, and commute travel?	Review population and land use forecasts underway for the NJTPA Plan 2050 update.

<sup>1</sup> Municode. N.d. "New Jersey." Municode. <https://library.municode.com/NJ>





**Next Steps:** The NJTPA should draft a methodology and set of criteria for the evaluation, then coordinate with state, regional, and local partners (such as the State Planning Commission and the NJ Chapter of the American Planning Association) to refine the approach before moving forward with the evaluation.

**Timeframe:** Short term (6-18 months)

### 3. Enhance Existing NJTPA Technical Assistance Programs

The NJTPA should look for opportunities to enhance its existing technical assistance by increasing the breadth of services available and/or increasing the number of jurisdictions served. Opportunities include expanding existing programs such as Planning for Emerging Centers, Subregional Studies, and Together North Jersey Local Technical Assistance; creating a new technical assistance program; supporting an increased role in local planning by NJTPA subregions (counties and cities) and TMAs; and supporting the planning-oriented data needs of municipalities and subregions.

**Implementation Partners:** The NJTPA, TMAs, OPA, NJ Chapter of the American Planning Association, NJ colleges and universities, counties, and municipal planning officials.

The primary users of technical assistance under this strategy would be municipalities, including cities, towns, boroughs, and townships. Though they lack significant land use authority, counties may also be considered users because they facilitate regional coordination between municipalities, receive technical assistance from state agencies, and/or pursue regional Plan Endorsement.

**Resources:** This action would potentially require additional funding to expand the number or scope of technical assistance projects supported each year through the NJTPA's programs. Alternatively, or in addition, the NJTPA, OPA, and partner agency staff time would be needed to adjust eligibility requirements or delivery models of existing programs and to provide data and analytical tools to support municipal planning.

Key Questions	Steps to Address
<p>What land use and transportation planning activities should be eligible?</p> <ul style="list-style-type: none"> <li>• Activity types (plans, policies, ordinances)</li> <li>• Geographic scale (municipality-wide, district, corridor, site levels)</li> <li>• Funding levels and timeframes</li> </ul>	<ul style="list-style-type: none"> <li>• Review evaluation of existing land use and transportation planning and policy practices among local jurisdictions conducted in previous action.</li> <li>• Review best practices, existing regional</li> </ul>



- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Goals and objectives (Reduce vehicle trips, reduce parking demand, increase mobility, increase access to transit, jobs, parks, etc.)</li> <li>• Planning tools and concepts to be supported (smart growth, transit-oriented development, form-based code, TDM, mobility, sustainability, resilience, hazard mitigation planning, conservation land banking, electrification)</li> </ul> | <p>programs, and available resources to determine eligibility criteria.</p> |
|--|---|

**Next Steps:** The NJTPA should review results of the evaluation of existing land use and transportation planning and policy practices among local jurisdictions conducted in Action 2. This would inform the scope and eligibility criteria of enhanced technical assistance programs by illuminating potential gaps and opportunities to deliver assistance for specific subject matter areas. After reviewing the results of the evaluation in Action 2, the NJTPA should review best practices in other regions, existing regional programs, and available resources.

**Timeframe:** Medium term (1-2 years)

#### 4. Amend NJTPA Project Prioritization Criteria

The NJTPA's Transportation Improvement Program (TIP) and Study & Development Program prioritization criteria are the primary mechanisms by which the NJTPA prioritizes planning and programming of federal transportation investments on state and local highway and bridges. These prioritization criteria could therefore provide a powerful incentive for municipalities to coordinate land use policies and transportation planning. Land use and transportation planning is one of the categories of the NJTPA's TIP scoring criteria; other categories include environment, user responsiveness, economic, system coordination, state of good repair/resiliency, and for state projects, safety. Across these categories, projects can obtain a maximum of 1,000 points. For highway and bridge projects on either state or local roads, a maximum of 68 points (or 6.8% of the 1,000 possible points) can be obtained through the three land use and transportation planning criteria below:

1. Will it promote development within a community or place? (Maximum of 20 points)
2. Will it serve distressed municipalities? (Maximum of 18 points)
3. Has the project emerged from the planning process been required to establish a designated Transit Village; a comprehensively planned public-private partnership; an officially adopted improvement district; county adopted coordination plans or studies; or Planning for Emerging Centers? (Maximum of 30 points).

The third scoring criteria listed above could be expanded to include processes such as Plan Endorsement or Designated Centers of the State Plan. The NJTPA could establish additional criteria for transportation projects emerging from municipal, district, or corridor-level plans or policies that promote multimodal access and mobility over vehicular circulation. Any new criteria should be subject to evaluation with readily available data, such





as project location within designated geographies like environmental justice communities, or a project type that fits into a clear category, such as bicycle or pedestrian safety features. Furthermore, the NJTPA could reallocate potential points from other criteria categories towards land use and transportation planning criteria in order to increase incentives for project sponsors to engage in coordinated land use and transportation planning. The NJTPA Project Prioritization Criteria Rule Book states that incremental changes to the TIP scoring criteria should be avoided, so any changes to support local land use and transportation policy will likely occur concurrently with updates to other criteria.

The NJTPA could also formally integrate land use criteria into the technical evaluation of projects for inclusion in the Study & Development Program, which dedicates NJTPA staff resources to concept development for capital projects for potential future inclusion in the TIP in support of the long-range transportation plan (LRTP) objectives. While prioritization criteria for the Study & Development Program are not as explicit as those for the TIP, there is opportunity for this program to favor projects that both advance LRTP objectives while supporting coordinated land use and transportation planning.

**Implementation Partners:** Within the NJTPA, specific implementation partners include NJTPA staff, NJTPA Regional Transportation Advisory Committee (RTAC), NJTPA Project Prioritization Committee (PPC), and the NJTPA Board of Trustees. Application of additional priority factors can be developed through consultations among NJTPA Central Staff, professional and elected officials from the subregions, as well as staff of NJDOT and NJ TRANSIT.

**Resources:** This action would require NJTPA staff time to develop additional TIP scoring criteria for local highway and bridge as well as state highway and bridge projects, as well as land use criteria for the Study & Development Program.

Key Questions	Steps to Address
Can existing TIP scoring criteria in the land use and transportation category be expanded in scope or allocation of points? Are any trade-offs or compromises required (i.e., reducing points in another category)?	Evaluate existing TIP scoring criteria for opportunities to support implementation.
Can the Study & Development Program prioritization criteria incentivize coordinated land use and transportation planning?	Evaluate Study & Development Program project prioritization and technical evaluation process for opportunities to support implementation.

**Next Steps:** Conduct systematic evaluation of existing and potential TIP and Study & Development Program scoring criteria for opportunities to encourage local land use and transportation policy that supports the NJTPA's long-range planning goals. This may include a checklist and review of project prioritization criteria of other metropolitan planning organizations. For example, the Atlanta Regional Commission uses a set of key decision point



filters in their TIP evaluation framework; the first establishes that projects “must originate from a locally adopted plan.” Project submittals that do not meet this criterion do not advance further in the evaluation and are not considered for funding.<sup>2</sup>

**Timeframe:** Long term (2-6 years)

## 5. Develop Model or Guide for Local Transportation Plans

A model or guide for local transportation plans would provide a framework for municipalities and counties to develop local land use and transportation policy that manages demand while improving multimodal mobility. The model or guide could refer to the circulation element of a land use plan as identified in Municipal Land Use Law. The model or guide should be a visually-oriented, credible, and easy to read resource based on evidence and best practices. For example, the Metropolitan Transportation Commission (MTC) in the California Bay Area provides guidance to cities receiving planning grants to align with the land use envisioned in the region’s long-range transportation plan, including specific elements for multimodal access and connectivity, accessible design, parking policy and management, pedestrian-friendly design standards, and affordable housing. More information on the MTC’s initiatives is provided in the Best Practices section.

Based on preliminary review of the planning frameworks of OPA Plan Endorsement, NJDOT Transit Village Program, and Sustainable Jersey certification actions, the model plan or guide may address the following elements.

- Basic plan elements<sup>3</sup>:
  - Vision statement, goals, and objectives
  - Existing conditions analysis
  - Recommendations on policy changes, programs, and improvements needed
  - Implementation plan/strategy
- Distinct sections for<sup>4</sup>:
  - Road networks
  - Goods movement
  - Pedestrians
  - Bicycling
  - Complete streets
  - Transit
  - Transit-oriented development

<sup>2</sup> ARC. 2018. “The ARC TIP Evaluation Framework.” ARC.  
<https://documents.atlantaregional.com/transportation/projsolicitation/2019/ProjectEvalDocumentation2018Final.pdf>

<sup>3</sup> Sustainable Jersey. 2014. “Bicycle and or Pedestrian Plan.” Sustainable Jersey. January.  
<https://www.sustainablejersey.com/actions/#open/action/502>

<sup>4</sup> New Jersey Department of State. 2020. “Municipal Plan Endorsement Guidelines.” NJ OPA.  
<https://nj.gov/state/planning/assets/docs/pe-docs/plan-endorsement-guidelines-2020-10-01.pdf>



- Parking
- Greenways
- For municipalities with transit facilities:<sup>5</sup>
  - Establish a transit village district if there is commitment to redeveloping the area around their transit facilities into compact, mixed-use neighborhoods with a strong residential component, documenting the visioning process and stakeholder engagement, as well as provisions for the production of affordable housing
  - Articulate the plan to grow around transit facilities in a transit-supportive manner
  - Identify individual sites where TOD real estate projects are anticipated
  - Identify place making efforts near transit
- Other potential elements:
  - Sustainable land use pledge<sup>6</sup>
  - Complete and Green Streets for all Policy<sup>7</sup>
  - Identify priority projects to accommodate travel by pedestrians, cyclists, and transit riders and connect to key destinations.
  - Identify objectives and strategies to increase mobility options, implement transportation demand management, and/or complete streets.
  - Identify municipal targets to reduce single-occupancy vehicle travel, vehicle miles travelled, parking demand, and other strategies.

**Implementation Partners:** Together North Jersey, supported by the NJTPA, could lead this effort in coordination with OPA and the New Jersey Chapter of the American Planning Association. Other supporting organizations include the Vorhees Transportation Center at Rutgers University, Sustainable Jersey, the NJDOT Smart Growth Implementation Team (I-Team), and the Transit Village Task Force.

**Resources:** This action will require staff time and potentially consultant support. Funding for this effort could be provided through one of the NJTPA's competitive grants or technical assistance programs for planning at the local level, including the Subregional Studies, Emerging Centers, and Together North Jersey Technical Assistance Programs. For example, a county comprehensive plan or transportation master plan funded through the Subregional Studies program could include a template that serves as a regional model or guide for other counties. Support could also be provided by the Community Planning Assistance Program of the NJ Chapter of the American Planning Association. Data resources

<sup>5</sup> NJDOT. N.d. "Transit Village Initiative Criteria and Scoring Guide." NJDOT. <https://www.state.nj.us/transportation/community/village/criteria.shtm>

<sup>6</sup> Sustainable Jersey. 2019. "Sustainable Land Use Pledge." Sustainable Jersey. April. <https://www.sustainablejersey.com/actions/#open/action/40>

<sup>7</sup> Sustainable Jersey. 2021. "Complete and Green Streets for All Policy." Sustainable Jersey. January. <https://www.sustainablejersey.com/actions/#open/action/553>



may include the OPA Research Unit (for mapping, demographics, analysis), state agency and MPO GIS resources, and existing transportation and land use plans.

Key Questions	Steps to Address
<ul style="list-style-type: none"> <li>What substantive changes are needed to the MLUL and other guidance? Will the model focus on the circulation element of the required master plan, or will it include other elements and planning efforts?</li> </ul>	<ul style="list-style-type: none"> <li>Consult with planning, development, and transportation stakeholders including advocates, developers, local planning officials, and the State Planning Commission (including the Office of Planning Advocacy).</li> <li>Review existing planning frameworks, including OPA Plan Endorsement, the NJDOT Transit Village Criteria, and Sustainable Jersey certification actions.</li> </ul>
<ul style="list-style-type: none"> <li>How will the model plan or guide be shared with local governments?</li> </ul>	<ul style="list-style-type: none"> <li>Identify avenues for promotion or distribution, including programs of the NJTPA, OPA, other partners, and/or an amendment to Municipal Land Use Law (Action 6)</li> </ul>

**Next Steps:** Convene an interagency working group to guide this action, either new or within an existing group such as the Transit Village Task Force, the Smart Growth I-Team, or a task force of Together North Jersey. Identify at least one county or municipality that will undergo a transportation or master planning process from which a model plan or guide could be produced. This will likely be county or municipal planning projects supported through one of the NJTPA's local grants or technical assistance programs. Establish the scope of the model policy or guide and review best practices (model plans or guides developed in other regions).

**Timeframe:** Long-term (2-6 years)

## 6. Support an Amendment to Municipal Land Use Law (MLUL)

New Jersey legislators and elected officials, with the support of advocacy organizations such as New Jersey Future and Tri-State Transportation Campaign, can introduce an amendment to New Jersey MLUL that modifies requirements related to the circulation element of a master plan, which currently is vehicle-focused. In light of a previous attempt to amend MLUL that failed in the early 2000s due to opposition from the development community, a future amendment is most likely to succeed if it focuses on master plan requirements rather than zoning or development regulations. An amendment would reference a model or guide for local transportation plans created in Action 5.

**Implementation Partners:** Advocacy organizations such as New Jersey Future, Tri-State Transportation Campaign, and the New Jersey State League of Municipalities would



lead this effort with support from legal experts and potentially from public agencies such as the NJTPA. Ultimately, support of the New Jersey Legislature and the Governor will be essential to implementing this action successfully.

**Resources:** This action would require staff time to coordinate with partners on the content of the MLUL amendment and to work with appropriate committee members of the state legislature.

Key Questions	Steps to Address
<ul style="list-style-type: none"> <li>Why did past attempts to amend MLUL fail?</li> </ul>	<ul style="list-style-type: none"> <li>Interview individuals involved with past attempts to amend MLUL, such as former Tri-State Transportation Campaign Executive Director Janine Bauer.</li> </ul>
<ul style="list-style-type: none"> <li>What are the key partners, messages, and communication networks that will advance an amendment to MLUL?</li> </ul>	<ul style="list-style-type: none"> <li>Develop legislative advocacy campaign plan.</li> </ul>
<ul style="list-style-type: none"> <li>Which state legislator(s) might be supportive and sponsor a bill?</li> </ul>	<ul style="list-style-type: none"> <li>Coordinate with implementation partners on outreach to legislator(s).</li> </ul>

**Next Steps:** A lead advocacy organization (or multiple leads) should be identified to advance the model or guide for local transportation plans created in Action 5. The lead(s) will identify why past attempts to amend MLUL failed and key implementation partners for success. The lead(s) will then draft a legislative advocacy campaign plan to coordinate efforts.

**Timeframe:** Long term (2-6 years)

## Outcomes

Tracking outcomes will help the NJTPA better understand the state of local land use and transportation policy and track progress towards goals. The NJTPA has developed a regional performance measures framework to supplement the required federal performance measures to provide a more holistic snapshot of transportation system performance with respect to livability, natural environment and resiliency, mobility, and more. The NJTPA regional performance measures most directly related to local land use and transportation policy include:

- Percent of jobs within one-half mile of regional transit
- Percent of households within one-half mile of regional transit
- Percent of work trips that are not drive-alone
- Total transit ridership
- Bicycle and pedestrian fatalities and serious injuries



The NJTPA regional performance measure framework also includes an ancillary topic area on economic and land use measures including the region's gross domestic product, the number of jobs in major cities, the unemployment rate, the poverty rate, the percent of households spending more than a third of their income on housing, and the percent of undeveloped land use acreage. The NJTPA can supplement this framework with outcomes and potential indicators for enhanced coordination between local land use and transportation policies. The NJTPA would need to work with NJDOT and municipalities to identify available data and capabilities to collect and analyze data for the region. Outcomes include the scope of technical assistance delivered, changes in accessibility, travel behavior, and fiscal impacts as outlined in the table below.

Outcomes	Potential Indicators
Scope of technical assistance	<ul style="list-style-type: none"> <li>• Number of municipalities and counties receiving technical assistance</li> <li>• Number of planning projects conducted</li> <li>• Number of capital projects programmed as a result of planning efforts</li> <li>• Spending on capital projects programmed as a result of planning efforts</li> <li>• Number of municipalities that have updated mobility/circulation elements of master plans</li> <li>• Number of municipalities that have updated zoning parking requirements</li> </ul>
Accessibility	<ul style="list-style-type: none"> <li>• Number or percent of jobs within ½ mile of transit stops</li> <li>• Number or percent of households within ½ mile of transit stops</li> <li>• Number or percent of residents within ½ mile walk to amenities               <ul style="list-style-type: none"> <li>○ Parks and open space, trails, grocery stores, schools, retail, medical services, libraries or community centers</li> </ul> </li> <li>• EPA National Walkability Index (Census block group level)</li> </ul>
Travel behavior	<ul style="list-style-type: none"> <li>• Reduced driving trips</li> <li>• Reduced trip distance</li> <li>• Increased trips by walking, biking, and transit</li> </ul>
Fiscal impacts	<ul style="list-style-type: none"> <li>• Reduced costs related to sprawl (measuring net municipal costs of new and existing developments)</li> <li>• Increased construction and development activity</li> <li>• Increased sales tax revenue from greater pedestrian and economic activity</li> </ul>

## Resources and Funding

Funding programs, incentives, and voluntary resources for transportation planning assistance and land use coordination are described below.





## Funding Programs

The **NJTPA** manages several technical assistance programs to municipalities for coordinated land use and transportation planning. The Together North Jersey Local Technical Assistance Program<sup>8</sup> awards two local projects per year through staff time from the Vorhees Transportation Center and other subject matter experts as needed. The Emerging Centers Program<sup>9</sup> provides consultant and the NJTPA staff technical support to conduct land use or redevelopment planning, zoning, and other regulatory initiatives to support transit- and pedestrian-oriented development. The Subregional Studies Program<sup>10</sup> provides competitive two-year grants to support the NJTPA subregions (13 counties and the cities of Newark and Jersey City) to generate project concepts that are consistent with long-range regional planning goals for further development or implementation. Through the NJTPA's Transportation Management Association (TMA) Program<sup>11</sup>, TMAs work year-round with municipalities on local projects that may include complete streets, walkable community workshops, and assistance completing actions for Sustainable Jersey points.

At the federal level, there are competitive planning grant opportunities such as the **Department of Housing and Urban Development** Choice Neighborhoods planning grants for municipalities to develop comprehensive neighborhood revitalization plans focused on advancing housing, people, and neighborhood goals.<sup>12</sup> Additionally, the **Federal Transit Administration** offers a TOD Planning Pilot Program to fund integrated land use and transportation planning around a new fixed guideway or core capacity improvement project.<sup>13</sup> Both of these federal grant opportunities have solicited applications for projects in 2021.

## Incentives

The **NJDOT Division of Local Aid and Economic Development** provides incentives to municipalities with smart growth and transit-oriented development policies in place by providing extra points during the Municipal Aid Program<sup>14</sup> application review for municipalities designated as a Transit Village or a "Center of Place" under the New Jersey State Development and Redevelopment Plan. NJDOT is also ensuring equity issues are

<sup>8</sup> Together North Jersey. N.d. "TNJ Technical Assistance Program." Together North Jersey. <https://togethernorthjersey.com/technical-assistance/>

<sup>9</sup> NJTPA. N.d. "Emerging Centers." NJTPA. <https://www.njtpa.org/Planning/Regional-Programs/Emerging-Centers.aspx#:~:text=Planning%20for%20Emerging%20Centers%20is,planning%20at%20the%20local%20level.>

<sup>10</sup> NJTPA. N.d. "Subregional Studies Program." NJTPA. <https://www.njtpa.org/Planning/Subregional-Programs/Studies.aspx>

<sup>11</sup> NJTPA. N.d. "TMA Programs/Activities." NJTPA. [https://www.njtpa.org/Projects-Programs/Transportation-Management-Associations-\(TMAs\)/programs-activities.aspx](https://www.njtpa.org/Projects-Programs/Transportation-Management-Associations-(TMAs)/programs-activities.aspx)

<sup>12</sup> Department of Housing and Urban Development. N.d. "Choice Neighborhoods." <https://www.hud.gov/cn>

<sup>13</sup> Federal Transit Administration. "Pilot Program for Transit-Oriented Development Planning – Section 20005(b)." <https://www.transit.dot.gov/TODPilot>

<sup>14</sup> NJDOT. N.d. "Municipal Aid." NJDOT. <https://www.state.nj.us/transportation/business/localaid/municipaid.shtm>



prioritized in the project funding application process. Priority areas are identified using demographic data.

The **Transit Village Initiative**<sup>15</sup> creates incentives for municipalities to redevelop or revitalize the areas around transit stations using design standards of transit-oriented development (TOD). The initiative is led by NJDOT and NJ TRANSIT in partnership with eight other state agencies.

**New Jersey Office of Planning Advocacy (OPA)** implements Plan Endorsement, a voluntary process for municipalities to align local plans and policies with statewide planning objectives established through the New Jersey State Development and Redevelopment Plan<sup>16</sup> (2001). Plan Endorsement provides municipalities with priority to access to grants through a range of state funding programs<sup>17</sup>. OPA coordinated with other state agencies to update Plan Endorsement guidelines in 2020 to develop stronger transportation requirements. Absolute requirements include adoption of a Complete Streets Policy and having a Circulation Plan as a master plan element. Adopting a Complete Streets Implementation Strategy is a conditional requirement: it would be required at the discretion of OPA, if the absolute requirement (having a complete streets policy) is already met, and/or as a post-endorsement requirement. As of early 2021, less than 30 municipalities have obtained Plan Endorsement and just under 60 are in the petition process, indicating that a small portion of New Jersey's 565 municipalities are engaged with Plan Endorsement. OPA also created a plan for regional endorsement, wherein if a county or group of municipalities introduces a plan supported by its constituent municipalities, then those municipalities could access an abbreviated process for Plan Endorsement. OPA is actively engaging with other state agencies, including NJDOT and the New Jersey Department of Environmental Protection (DEP), as well as the incentive program Sustainable Jersey to enhance the benefits of Plan Endorsement for municipalities.

**The New Jersey Council on Affordable Housing (COAH)** is a state administrative and regulatory agency that establishes and monitors municipal affordable housing obligations. A municipality can engage in a voluntary process with COAH to certify the housing element in the municipality's master plan as well as a Fair Share Plan. State statute requires that the Fair Share Plan include confirmation of transportation access within an economic feasibility study for each site or zoning district zoned for inclusionary development.

<sup>15</sup> NJDOT. N.d. "Transit Village Initiative Transit-Oriented Development." NJDOT. <https://www.state.nj.us/transportation/community/village/tod.shtm>

<sup>16</sup> NJ OPA. 2019. "State Plan." NJ OPA. July 24. <https://nj.gov/state/planning/state-plan.shtml>

<sup>17</sup> New Jersey State Planning Commission. 2019. NJ OPA. "Plan Endorsement Benefits." March. <https://nj.gov/state/planning/assets/docs/pe-docs/plan-endorsement-benefits-2019-9.pdf>



## Voluntary Resources

**OPA** offers technical assistance to municipalities including physical design training<sup>18</sup> for planning professionals as well as the Mayor's Institute on City Design for select New Jersey Mayors in partnership with the Regional Plan Association and other partners. OPA's Research Unit<sup>19</sup> provides mapping, demographics, and analysis to municipalities and other agencies across the state to support land use decision-making.

**The New Jersey Department of Community Affairs' Division of Local Planning Services**<sup>20</sup> can assist municipalities with master plans, redevelopment plans, land use and mapping, economic development plans, and special municipal projects such as ordinance writing, affordable housing services, and sustainable community planning.

**NJ Chapter of the American Planning Association's Community Planning Assistance Program**<sup>21</sup> provides planning support to municipalities and community-based organizations across New Jersey on a volunteer basis. The program started in 2012 and has supported over 20 planning projects.

**Better Town Toolkit**<sup>22</sup> is an online resource developed by the Regional Plan Association and other partners to provide best practices in town planning and design for each of six place types: downtowns, the edges of downtowns, corridors, crossroads, new neighborhoods and rural places.

## Best Practices

Like the NJTPA, metropolitan planning organizations (MPOs) across the country dedicate funding to provide technical assistance to municipalities to conduct coordinated land use and transportation planning. The best practices highlighted below showcase technical assistance programs that feature innovative funding mechanisms, a strong history of success, local capacity-building project categories such as analytical tools, and connections to TIP prioritization.

**Metropolitan Transportation Commission (MTC)** serves the Bay Area, CA region, and supports local land use and transportation planning through the Priority Development Area (PDA) program<sup>23</sup> and the Community-Based Transportation Planning (CBTP)

<sup>18</sup> NJ OPA. 2019. "Regional Coordination." NJ OPA. September 4. <https://nj.gov/state/planning/regional-coordination.shtml>

<sup>19</sup> NJ OPA. 2021. "Mapping." NJ OPA. January 8. <https://nj.gov/state/planning/mapping.shtml>

<sup>20</sup> New Jersey Department of State. N.d. "Local Planning Services." New Jersey Department of Community Affairs. <https://www.nj.gov/dca/divisions/lps/>

<sup>21</sup> American Planning Association New Jersey Chapter. N.d. "Community Planning Assistance Program." American Planning Association New Jersey Chapter. <https://njplanning.org/about/community-planning-assistance-program/>

<sup>22</sup> Regional Plan Association & Orange County Planning Department. 2021. "About." Better Town Toolkit. <http://designyourtown.org/about/>

<sup>23</sup> Metropolitan Transportation Commission. 2021. "Priority Development Areas." MTC. February 18. <https://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/priority-development-areas>



program<sup>24</sup>. The PDA program provides grants and guidance for municipalities to develop plans that align with the land use envisioned in the region's long-range transportation plan, including specific guidelines for multimodal access and connectivity, accessible design, parking policy and management, pedestrian-friendly design standards, and affordable housing.<sup>25</sup> The CBTP program focuses on low-income communities to develop plans through a grassroots approach that contain demographic analysis, community-prioritized transportation gaps and barriers, strategies, possible funding sources, implementing stakeholders, and results of outreach strategies. MTC maintains an extensive online library<sup>26</sup> where existing PDA and CBTP local plans can be accessed and adapted by other municipalities.

**Metropolitan Area Planning Council (MAPC)** serves the Boston, MA region, and provides extensive assistance to member communities through the Technical Assistance Program<sup>27</sup>. Prioritized transportation assistance areas include parking policy, with a focus on the relationship between parking and land use, equitable transit-oriented development, complete streets, placemaking, and bike parking. MAPC provides municipalities extensive guidance on accessing these funds on a dedicated webpage. Past assistance has included the Right-Size Parking Toolkit, transit studies, and land use plans. Unlike the other best practices highlighted here, MAPC funds their Technical Assistance Program through a variety of non-federal sources, including an annual state appropriation, municipal assessments, as well as some projects being funded by private foundations. The state appropriation funds a statewide District Local Technical Assistance Program, which is administered by each of the state's 13 regional planning agencies, which together cover the state's 351 municipalities.

**Capital District Transportation Committee (CDTC)** serves the Albany, NY region. The CDTC Linkage Program<sup>28</sup> provides financial and technical assistance to municipalities for planning that integrates land use and transportation. Over the past 20 years, the program has funded 92 projects with about \$6.5 million in federal, state, and local funds. Most funding is derived from Federal Planning (PL) funds. Local projects are funded through a competitive annual solicitation process. Program guidelines for 2021-2022 indicate that CDTC has allocated \$175,000 for the program and the maximum total study cost for consultant efforts is \$95,000 including a minimum 25% local match. The Linkage Program received a 2010 National Planning Excellence Award from the FHWA and FTA in the category of Transportation and Land Use Integration.

<sup>24</sup> MTC. N.d. "Community-Based Transportation Plans." MTC. <https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/community-based-transportation-plans>

<sup>25</sup> MTC. N.d. "PDA Planning Elements Description & Guidance." MTC. [https://mtc.ca.gov/sites/default/files/PDA%20Planning\\_Elements.pdf](https://mtc.ca.gov/sites/default/files/PDA%20Planning_Elements.pdf)

<sup>26</sup> MTC. N.d. "Digital Library." MTC. <https://mtc.ca.gov/digital-library>

<sup>27</sup> Metropolitan Area Planning Council. N.d. "Technical Assistance Program." MAPC. <https://www.mapc.org/about-mapc/funding-opportunities/>

<sup>28</sup> CDTC. N.d. "Linkage Program." CDTC. <https://www.cdncmpo.org/page/10-project-programs/39-linkage-program>



**National Capital Region Transportation Planning Board (TPB)** serves the Washington, D.C. region. The TPB Transportation/Land Use Connections Program<sup>29</sup> began in 2006 and has funded 130 Technical Assistance projects at a total cost of about \$5 million. The program supports planning and design projects that are small (\$30,000-\$80,000) and short-term (8-9 months) and address planning for bicycles and pedestrians, corridors, and small areas, as well as development of analytical tools. For FY 2021, 15 projects were recommended for funding for a total of \$857,266.

**Atlanta Regional Commission (ARC)** serves the Atlanta, GA region. The ARC Livable Centers Initiative (LCI)<sup>30</sup> uses Surface Transportation Block Grant (STBG) funds to provide about \$1 million in grants per year for municipalities to develop plans that enhance livability and mobility. In addition, the TIP allocates \$20 million per year to implement capital projects specifically derived from LCI planning efforts. Since 2000, the program has invested \$254 million in over 120 communities through planning and capital projects.

<sup>29</sup> TPB. 2020. "Transportation/Land Use Connections: FY 2021 Technical Assistance." MWCOC. April 15. [https://www.mwcog.org/assets/1/28/04152020\\_-\\_Item\\_8\\_-\\_Presentation\\_-\\_TPB\\_4-15-20\\_TLC.pdf](https://www.mwcog.org/assets/1/28/04152020_-_Item_8_-_Presentation_-_TPB_4-15-20_TLC.pdf)

<sup>30</sup> ARC. N.d. "Livable Centers Initiative." ARC. <https://atlantaregional.org/community-development/livable-centers-initiative#:~:text=The%20Atlanta%20Regional%20Commission's%20Livable,access%20to%20jobs%20and%20services.>