

Livable and Sustainable Communities: *The Federal Perspective*



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Livability means “being able to take your kids to school, go to work, see a doctor, drop by the grocery or post office, go out to dinner and a movie, and play with your kids at the park, all without having to get into your car.”

Secretary Ray LaHood, U.S. Department of Transportation



Federal Partnership for Sustainable Communities



HUD-DOT-EPA



Livable Communities Have Transportation Options



Dan Burden





Livable Communities Have Housing Options



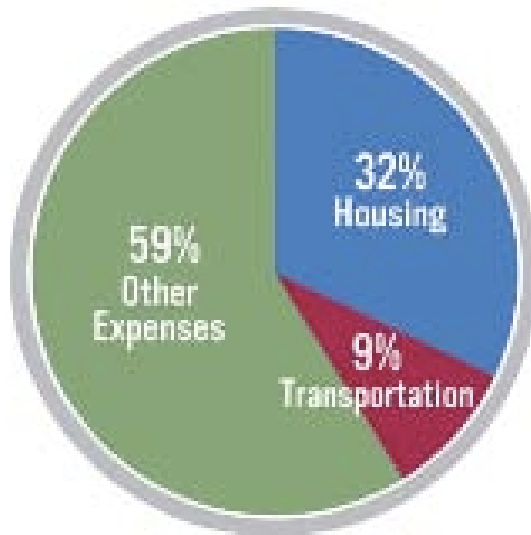


Livable Communities Have Options That Best Fit Their Citizens' Needs

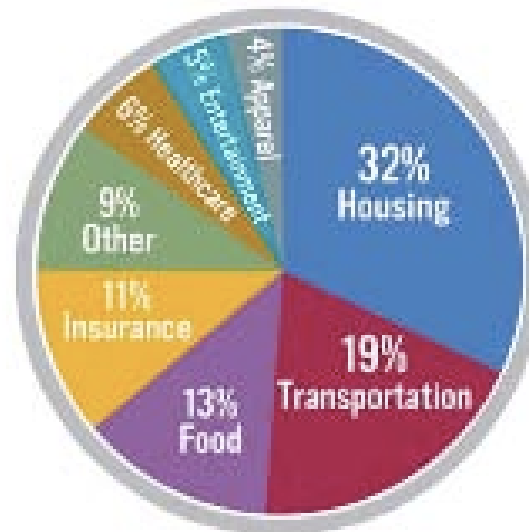


Livability Saves the Family Money

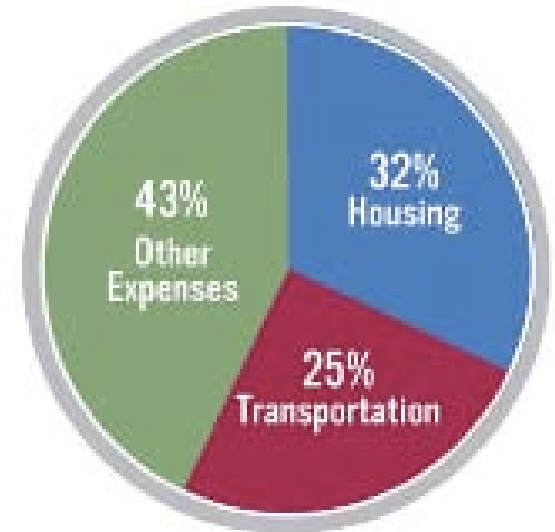
TRANSIT RICH NEIGHBORHOOD



AVERAGE AMERICAN FAMILY



AUTO DEPENDENT EXURBS

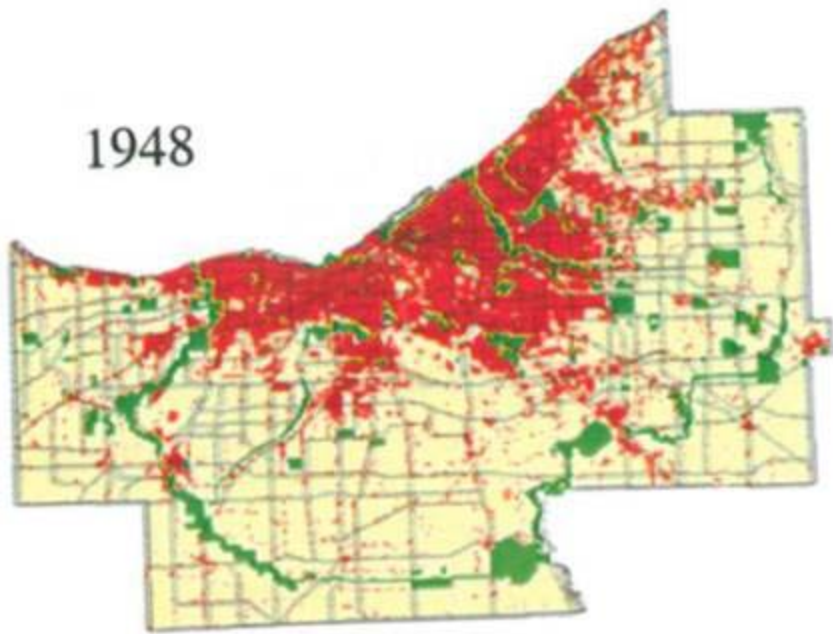


While the average family spends 19 percent of the household budget on transportation, and households in auto-dependent neighborhoods spend 25 percent, households with good access to transit spend just 9 percent. This savings can be critical for low-income households.

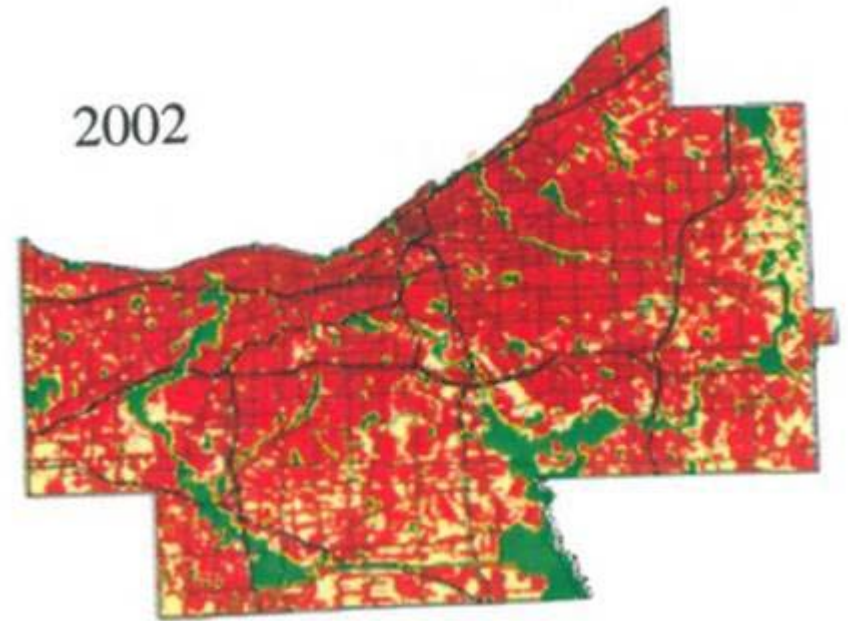
Source: Center for TOD + Transportation Affordability Index, 2004 Bureau of Labor Statistics



Livability Saves the Taxpayer Money



U.S. Census 1950
1,389,582 pop.



U.S. Census 2002
1,393,978 pop.



Six Partnership Principles



Provide more **transportation choices**



Expand location- and energy-efficient **housing choices**



Improve **economic competitiveness** of neighborhoods by giving people reliable access to employment centers, educational opportunities, and other basic services.



Target Federal funding toward **existing communities** – through transit-oriented development and place-based policies



Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the effectiveness of existing programs.



Enhance the **unique characteristics** of all communities, whether rural, suburban or urban.



Federal Partnership for Sustainable Communities: **Near Term Priorities**

Respond to recommendations made by stakeholders

Align funding opportunities across DOT, HUD and EPA

Build regional capacity and collaboration between agency field offices

Make visible progress coordinating federal planning requirements for housing, transportation, air quality, and water infrastructure.



Recent Partnership Successes



HUD Affordable Housing on Remediated Brownfields



DOT (FTA) New Starts Cost Effectiveness



DOT (FTA) Affordable Housing Near Transit Guide



DOT (FHWA, FTA) Bicycle & Pedestrian Policies



DOT, HUD, and EPA Grant Announcements



FHWA Procurement Rules Pilot



EPA Livability Elements in State Water Grants



FY 2010 Livability Funding Opportunities

US HUD



- Sustainable Community Planning Grants (\$100 m)
- Sustainable Community Challenge Grants (\$40 m)

US DOT



- TIGER I (\$1.5b)
- TIGER II (\$600m)
 - Capital
 - Planning
- Urban Circulator (\$135 m)
- Bus Livability (\$150+ m)
- Alternatives Analysis (\$25.7m)
- TCSP (\$3.5 m)

US EPA



- Smart Growth Technical Assistance
- Sustainable Communities Brownfields Pilots
- Clean Water State Revolving Fund Pilots
- Targeted Watershed Grants (\$600 m)



Livable Communities Act

- Senate Bill 1619; House Bill 4690
 - Sponsors: Senator Christopher Dodd, Conn.; Rep. Edward Perlmutter, Col.
 - Senate Status: 8/3/10 Senate Committee on Banking, Housing and Urban Affairs recommended approval.
 - House Status: 2/26/10 in following Committees: Transportation and Infrastructure; Financial Services; Energy and Commerce
- Provisions
 - Establish in HUD an Office of Sustainable Housing and Communities
 - Create Interagency Council on Sustainable Communities to coordinate DOT, HUD, EPA and other federal agencies.
 - \$475 million over 4 years for Comprehensive Planning Grant Program
 - \$3.75 billion over 3 years for Challenge Grant Program to Implement Sustainable Development
 - Transit-Oriented Development
 - Transit, Bicycle, Pedestrian Improvements
 - Affordable Housing
 - Brownfield Redevelopment
 - Economic Development



Keys to Successful Project Selection

INNOVATIVE PROPOSALS

Use Broad Multimodal Performance Measures with Known Elasticities

ELASTICITIES OF VMT, WALKING, TRANSIT WITH RESPECT TO BUILT ENVIRONMENT VARIABLES				
CATEGORY	MEASURE	VMT	WALKING	TRANSIT
DENSITY	POPULATION DENSITY	-0.04	0.07	0.07
	JOB DENSITY	0.00	0.04	0.01
	COMMERCIAL FLOOR AREA RATIO		0.07	
DIVERSITY	LAND USE MIX (ENTROPY INDEX)	-0.09	0.15	0.12
	JOBS-HOUSING BALANCE	-0.02	0.19	
	DISTANCE TO STORE		0.25	
DESIGN	INTERSECTION/STREET DENSITY	-0.12	0.39	0.23
	% 4-WAY INTERSECTIONS	-0.12	-0.06	0.29
ACCESSIBILITY	JOB ACCESSIBILITY BY AUTO	-0.20		
	JOB ACCESSIBILITY BY TRANSIT	-0.05		
	DISTANCE TO DOWNTOWN	-0.22		
	JOB WITHIN ONE MILE		0.15	
DISTANCE TO TRANSIT	DISTANCE NEAREST TRANSIT STOP	-0.05	0.15	0.29

From *Travel and the Built Environment*, Ewing and Cervero, JAPA, Summer 2010



Keys to Successful Project Selection

ADDRESS SELECTION CRITERIA IN THE NOTICES OF FUNDING AVAILABILITY (NOFAs)

- Purpose/Need and Transportation Problem to be Solved
- Quantify impacts on the Nation, Region or Metropolitan Area
- Projections for Build/No-Build Scenario over 20 Years
- Extent of Congestion
- Passenger/Freight Volumes
- Infrastructure Condition
- Safety Experience
- Benefit-Cost Analysis
- Environmental Protection
- Livability/Sustainability
- Economic Competitiveness/Job Stimulation
- State of Good Repair
- Project Readiness/Progress in NEPA
- Innovation



Summation of Planning Techniques for Livable Communities

- Focus on Accessibility, not Mobility
- Integrate Land Use and Transportation Planning
- Use Broad Multimodal Performance Measures with Known VMT, Walking, Transit Elasticities (5 Ds: Density; Diversity; Design; Destination Accessibility; Distance to Transit)
- Use Other Quality of Life Metrics: Affordability Index (Housing + Transportation Cost); Minority/Low-Income Mix (Dissimilarity Index); Gross Regional Product; Wealth Index; Parking Maximums; Emissions, etc.
- Pricing: Get the Price Right for Travel and Parking. Implement SOV pricing policies/user fees on congestion, VMT, fuel, parking to capture all infrastructure costs and auto-related social costs/auto externalities.
 - Less HH transportation costs/funds leaving community
 - Higher Land Values
 - Increased employment (fuel costs diverted to job creation)
 - Overall higher quality of life

Additional Resources



<http://www.dot.gov/livability>

<http://www.fta.dot.gov/livability>

<http://www.fhwa.dot.gov/livability>



<http://www.hud.gov/sustainability>

<http://www.epa.gov/sustainability>



Questions / Comments?



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