

Livable and Sustainable Communities: *The Federal Perspective*



Federal Transit Administration



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





Livable Communities Have Transportation Options



Dan Burden



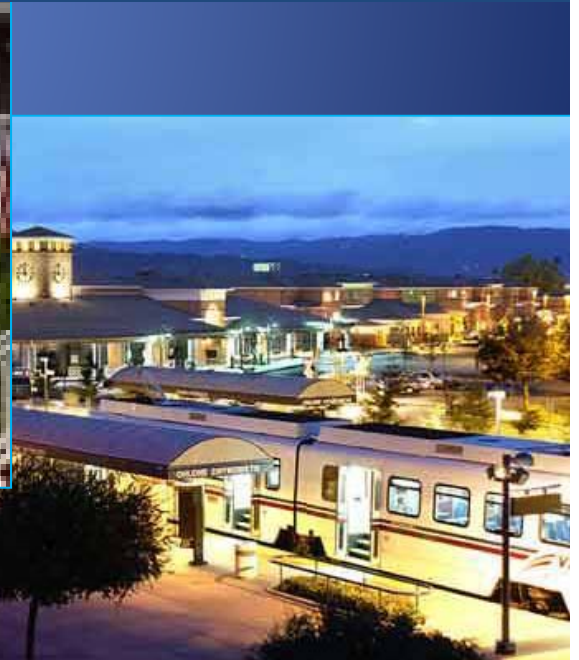
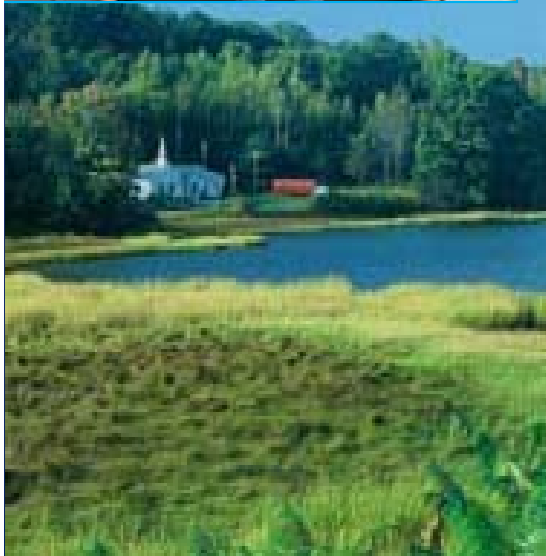


Livable Communities Have Housing Options





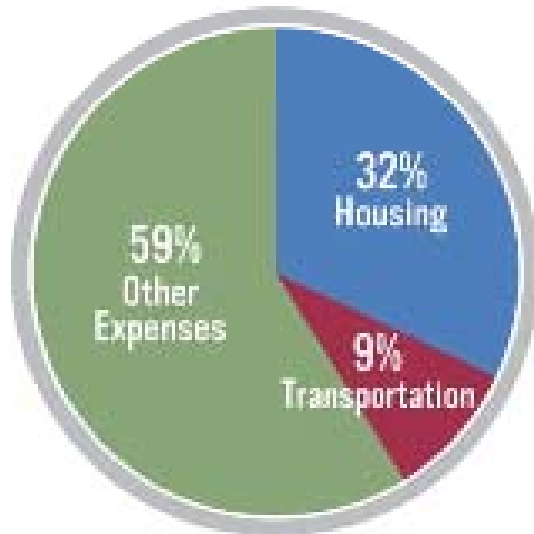
Livable Communities Have Options That Best Fit Their Citizens' Needs



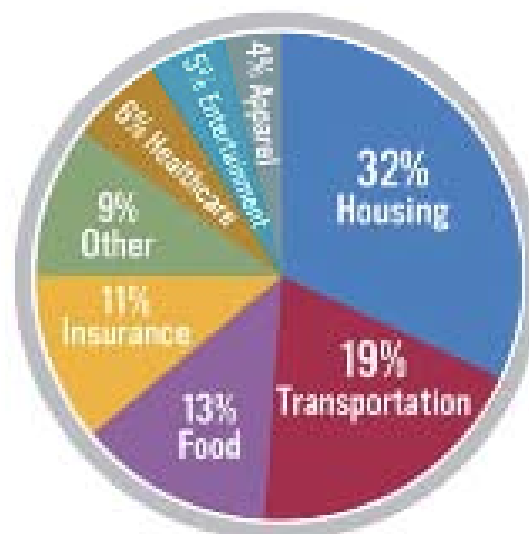


Livability Saves the Family Money

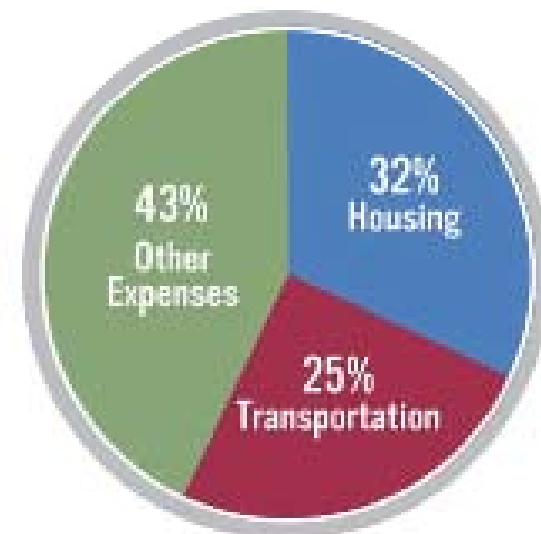
TRANSIT RICH NEIGHBORHOOD



AVERAGE AMERICAN FAMILY



AUTO DEPENDENT EXURBS



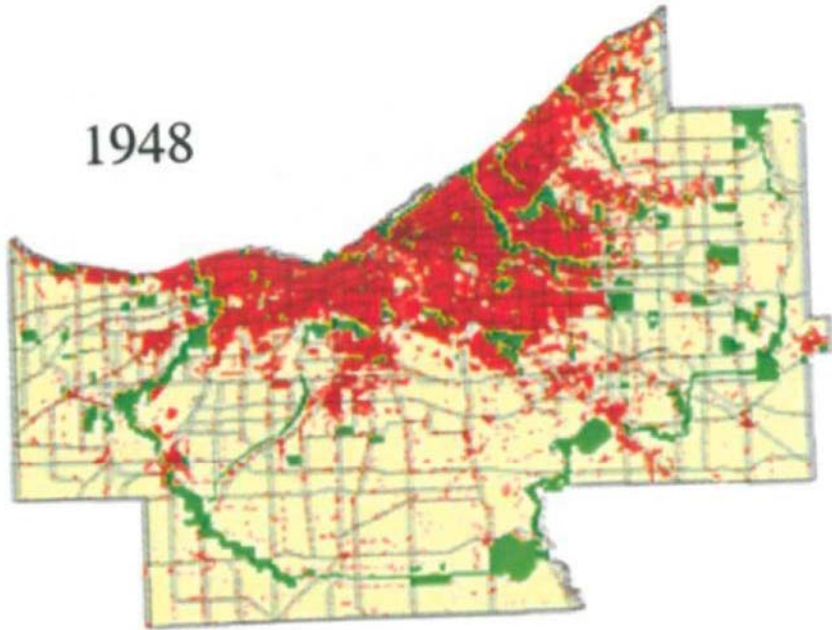
While the average family spends 19 percent of the household budget on transportation, and households in auto-dependent neighborhoods spend 25 percent, households with good access to transit spend just 9 percent. This savings can be critical for low-income households.

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



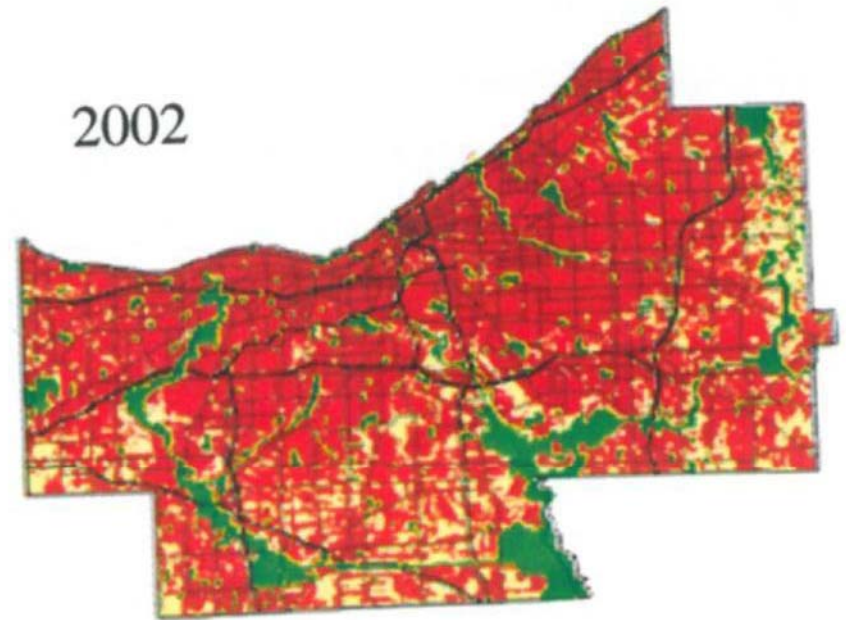
Livability Saves the Taxpayer Money

1948



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

2002



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

Federal Partnership for Sustainable Communities



HUD-DOT-EPA



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
 - Capital (\$570m)
 - Planning (\$30m)
- Urban Circulator (\$135 m)
- Bus Livability (\$150+ m)
- Alternatives Analysis (\$25.7m)
- TCSP (\$3.5 m)



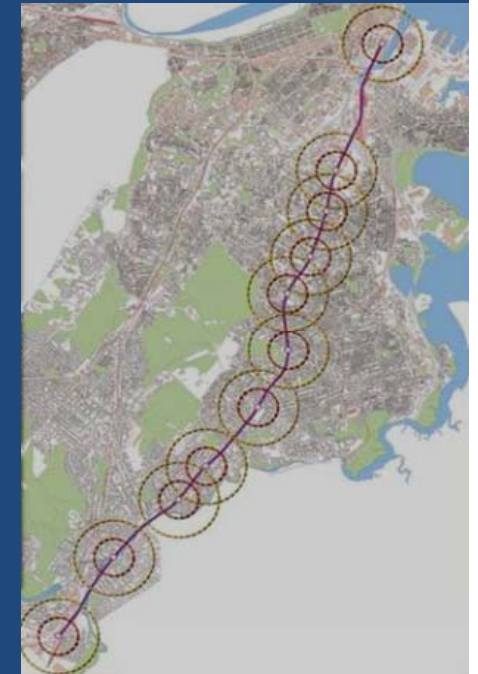
US EPA

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



Livable Communities in Action: Boston Indigo Line / Fairmount Corridor

- Re-opening commuter rail stations in economically-distressed area
- DOT, HUD and EPA engagement and funding
 - FTA: \$37.3M for infrastructure
 - MBTA: \$135M for the construction of four new stations
 - EPA: \$720K ARRA funds for Brownfields cleanup
 - HUD: >\$57M for housing, preservation, economic development
- Heavily engaged community partners





Livable Communities in Action: South Lincoln Redevelopment, Denver



- Mixed-use, mixed income TOD at 10th and Osage LRT Station
- HUD:
 - Redevelop 270 units of existing public housing to create 900+ mixed income residences
 - 105 senior housing construction starting Fall 2010
- FTA/FHWA:
 - Improved connections to station for bikes/ped, plus streetscape
- EPA:
 - Brownfields remediation
- Key community partners



Livable Communities in Action: Overlake Station, Redmond, WA

- Bus-oriented TOD site
- Former park-n-ride converted into suburban village
 - 308 affordable housing units
 - 536 shared resident and park-and-ride parking spaces,
 - new and expanded transit service
 - childcare facility for residents and park-and-ride users
- Served by eight bus routes
 - Microsoft, Nintendo and other employment
- Low vehicle/resident ratio: 0.6
- FTA, HUD funding + Fannie Mae, King County financing



Additional Resources

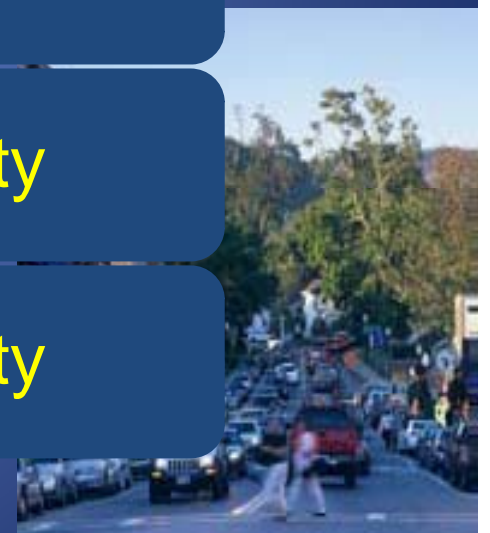
<http://www.dot.gov/livability>

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

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

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

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





Federal Planning Programs

EPA:

- Intended Use Plans (IUP) for SRF (Clean Water/Drinking Water)
- Brownfields Reuse/Redevelopment Plans
- Clean Air Act SIPs and Transportation Conformity

HUD:

- State Consolidated Plans
- Local Consolidated Plans

DOT:

- Metropolitan Transportation Plans
- TIP
- UPWP



Sustainable Communities: Barriers at Federal Level

Jurisdictional:

- Many communities
- Scale mismatch

Financial:

- Limitations on use

Programmatic:

- Planning horizons, etc.



Sustainable Communities: **Achieving Goals**

DOT Funding Initiatives:

- TIGER, TIGER II, TIGGER
- Urban Circulator, Bus Livability

DOT Policy Changes:

- FTA change in New Starts policy
- FTA Bike/Pedestrian policy

Aligning Policy/Budget with EPA/HUD



Federal Partnership for Sustainable Communities: **Moving Forward**

Emphasis on leveraging

“Ripe” communities will benefit first

Joint funding pot?

Future legislation

- SAFETEA-LU and Livability 2
- Climate change? Energy?



Federal Partnership for Sustainable Communities: **Local Challenges**

Defining “Livable” and “Sustainable”

Scenario planning?

Interagency/organizational coordination

Home rule

Local and state budget concerns

Communities with little or no growth

Questions / Discussion

