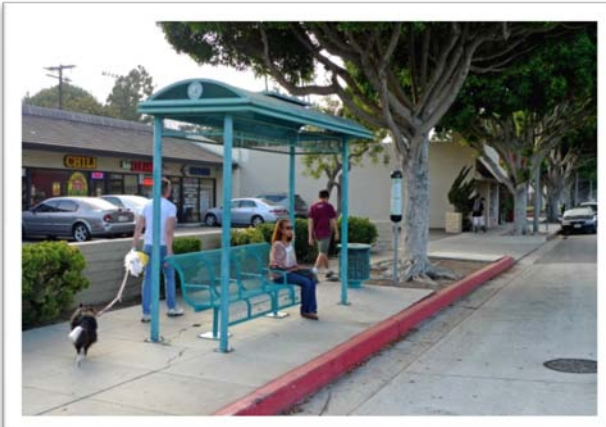


FEDERAL TRANSIT ADMINISTRATION & LIVABLE COMMUNITIES



Conference on
Performance
Measures for
Transportation and
Livable Communities
September 7-8, 2011
Austin, Texas

Keith Gates
Office of Budget & Policy
Federal Transit Administration



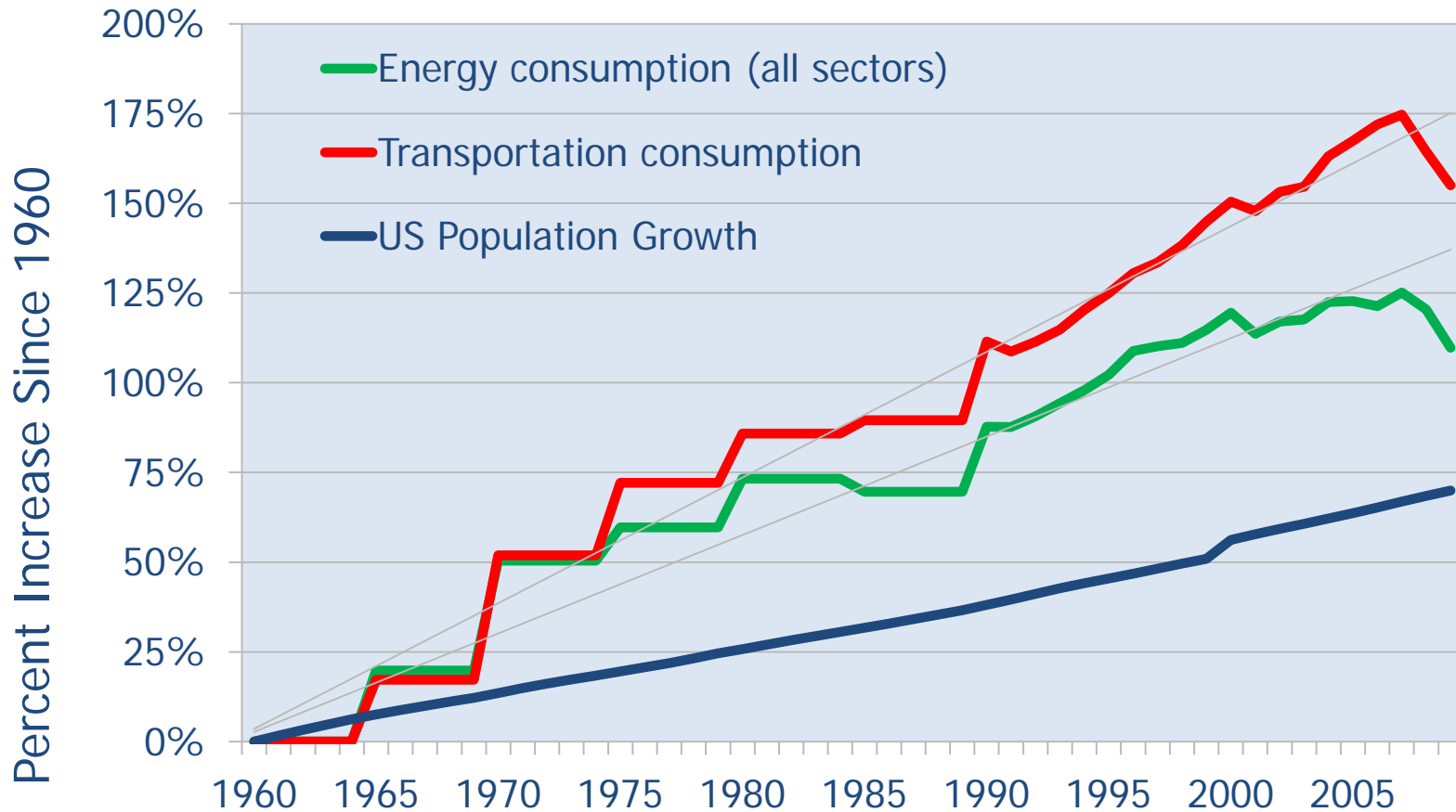


Trends Affecting Infrastructure Investment

- Growing and aging US population
- Growing transportation energy use
- Plans for reducing carbon emissions
- Growing needs to repair and maintain our existing infrastructure
- Need to leverage existing resources
- Desire to protect open spaces and farmland

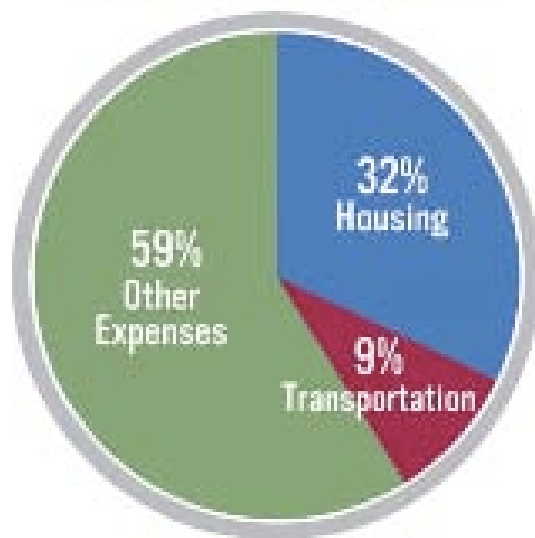


Growing U.S. Energy Use

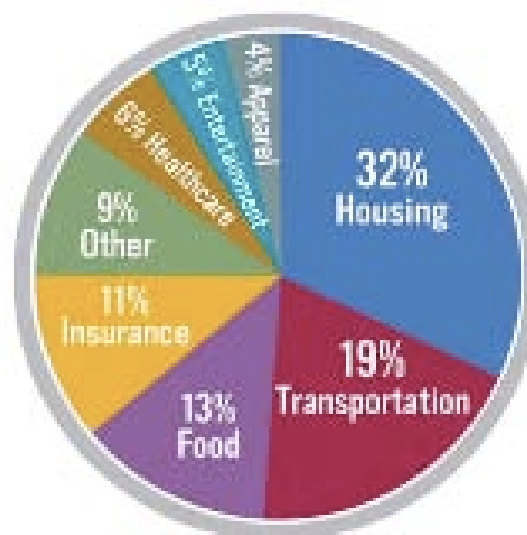


Infrastructure investment decisions affect household budgets....

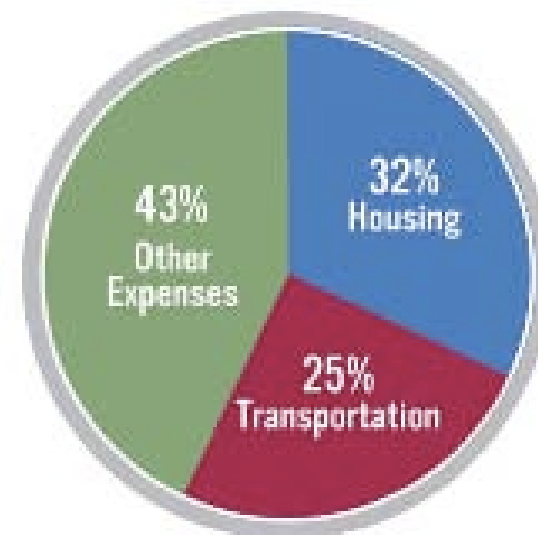
TRANSIT RICH NEIGHBORHOOD



AVERAGE AMERICAN FAMILY



AUTO DEPENDENT EXURBS



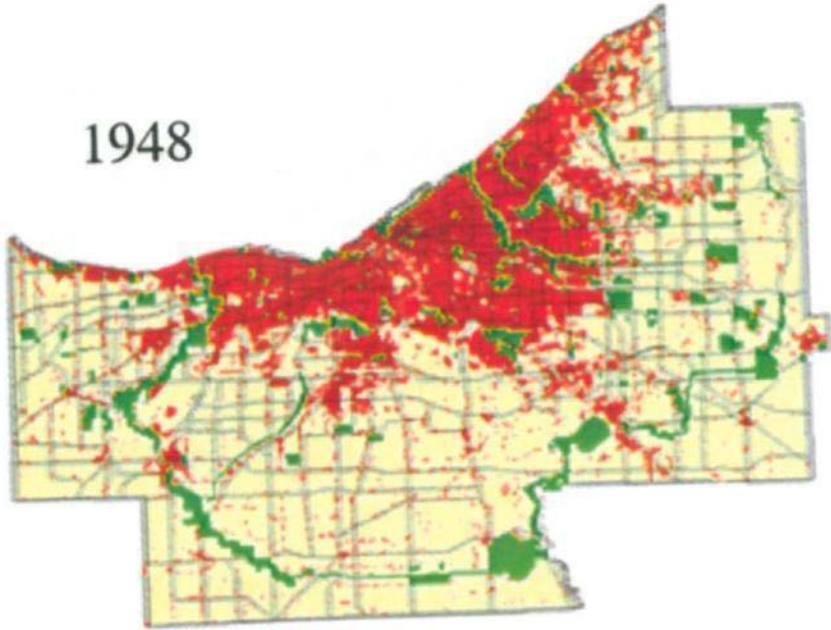
While the average family spends 19 percent of the household budget on transportation, and households in auto-dependent neighborhoods spend 25 percent, households with good access to transit spend just 9 percent. This savings can be critical for low-income households.

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



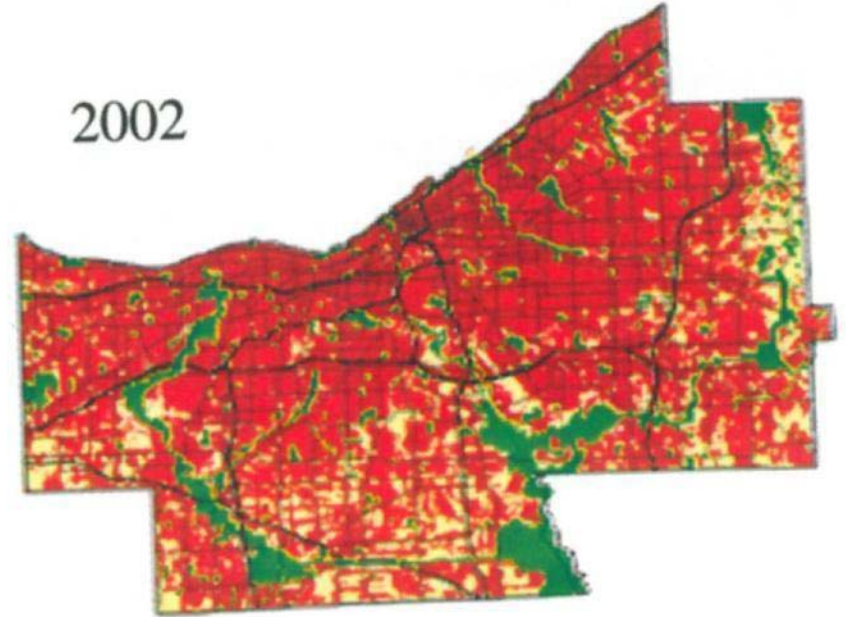
...and local government budgets

1948



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

2002



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

Cuyahoga County, Ohio

Source: Cuyahoga Co Land Use Maps – Cuyahoga County, Ohio, Planning Commission



The Partnership for Sustainable Communities

Transportation Choices



Housing Choices

Economic Competitiveness



Support Existing Communities

Align Federal Policies



Value Communities



Roles in the Partnership

Housing and Urban Development

- Community Development Block Grants
- Regional Planning
- Local Challenge
- Affordable Housing Programs



Department of Transportation

- TIGER Grants
- FTA Programs
- FHWA Flex Funding
- United We Ride
- FHWA Livability Efforts
- State/Metro Planning
- Railroad Infrastructure



Environmental Protection Agency

- Brownfields Restoration
- Smart Growth Technical Assistance
- Water Infrastructure Funds



U.S.
Department
of
Agriculture



Rural Efforts





Partnership for Sustainable Communities: FTA's Role

Infrastructure Investment

- Urban/Rural Formula Programs
- Specialized Programs
 - JARC
 - New Freedom
 - 5310
- New Starts
- Discretionary Bus + Rail
- TIGGER

Capacity Building

- Peer Exchanges
- Technical Assistance
- Demonstrations
- Case Studies and Pilots

Policy / Guidance

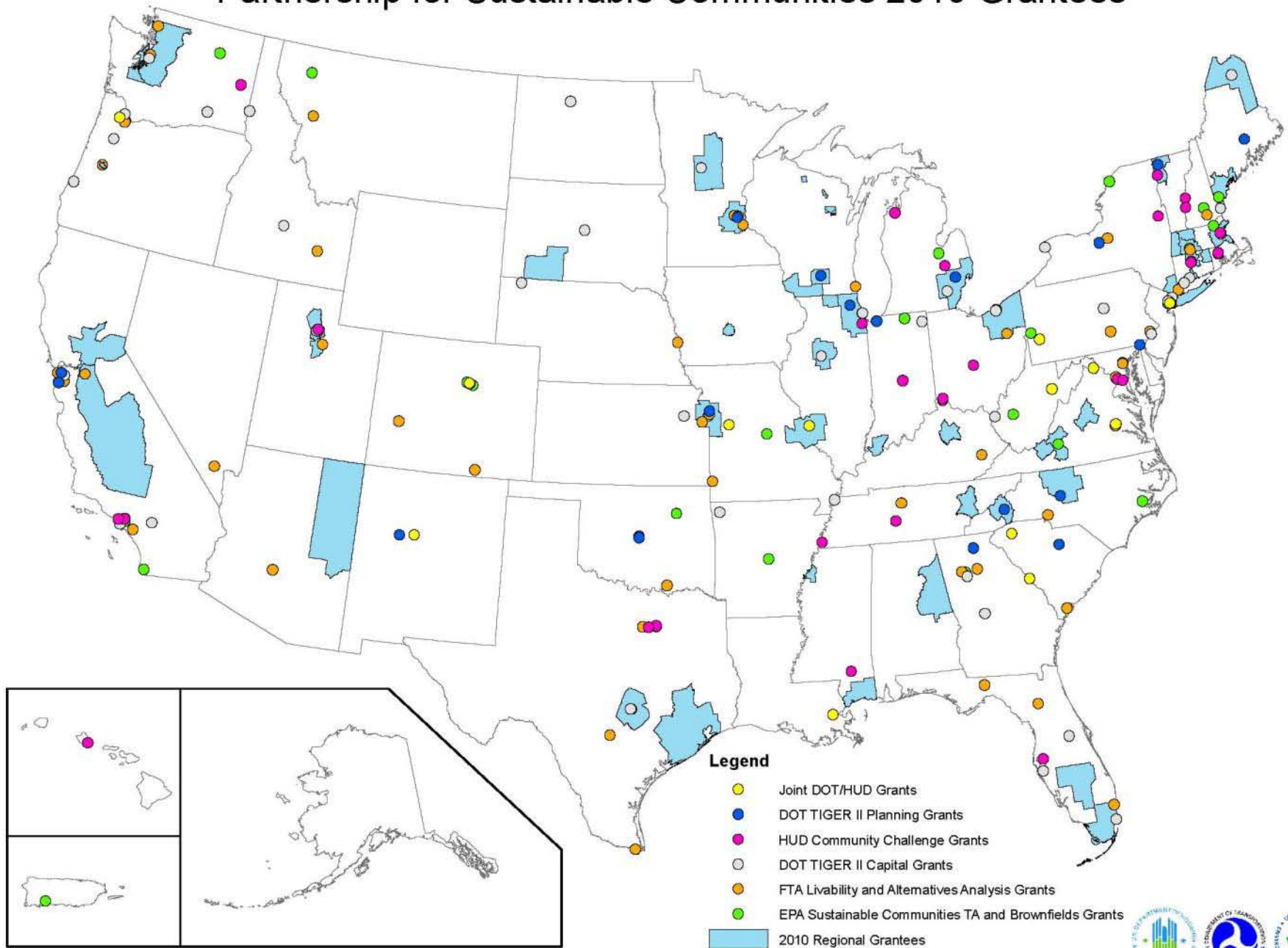
- New Starts
- Joint Development
- Bike/Ped Access to Transit
- Flexible Funding for Transit
- Environmental Management

Research

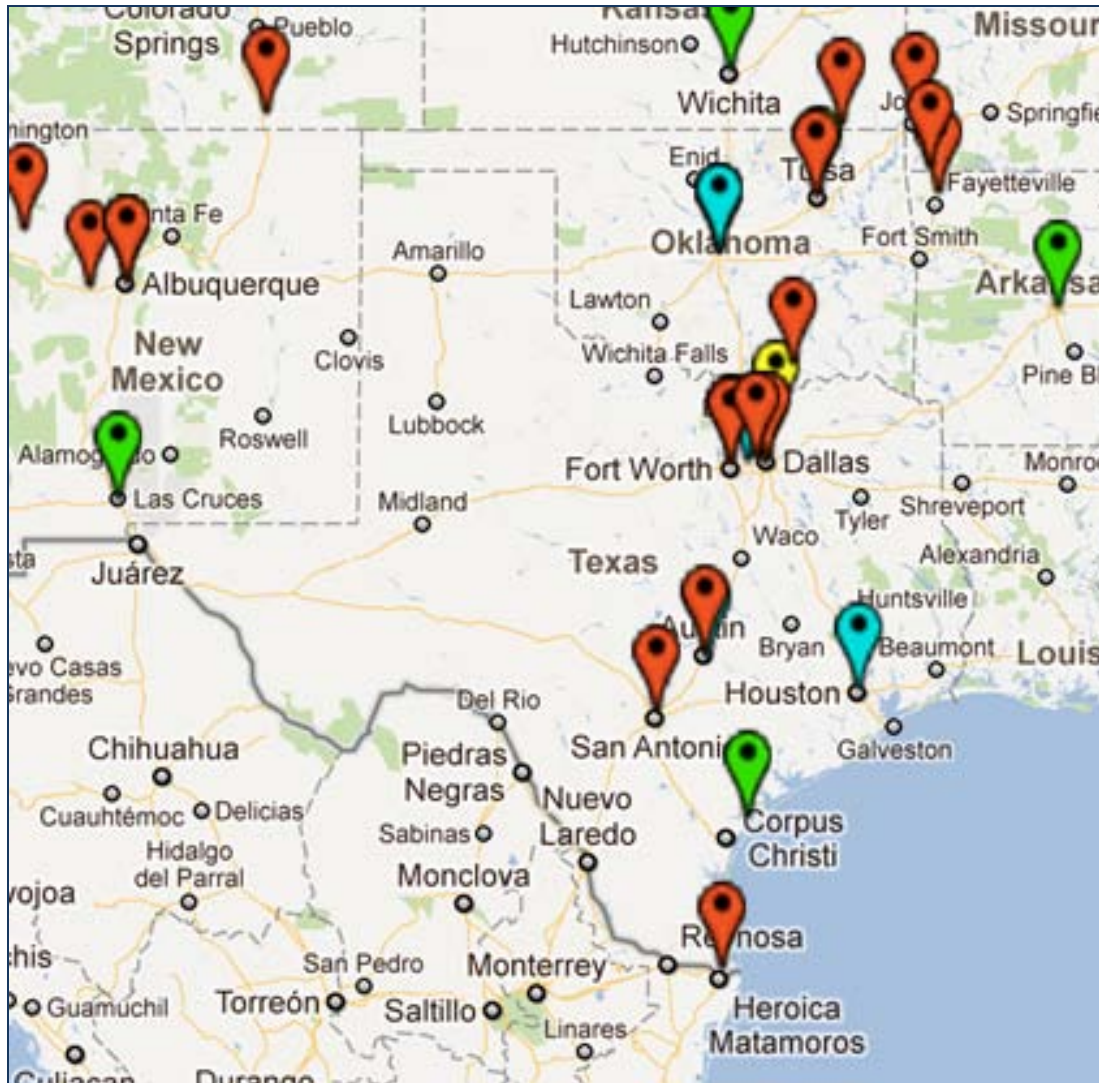
- Affordable Housing Near Transit
- Transit Oriented Development
- Climate Change Impacts
- Access to Transit



Partnership for Sustainable Communities 2010 Grantees



www.sustainablecommunities.gov/community.html



Grants working to
make Austin and
Texas more
livable...



Partnership Funding Opportunities



Housing and Urban Development

- Sustainable Communities Community Challenge Grants
 - \$28 million available
- Sustainable Communities Regional Planning Grants
 - \$70 million available



Environmental Protection Agency

- None currently open; upcoming include
 - Smart Growth Technical Assistance
 - Brownfield Technical Assistance



Department of Transportation

- TIGER Discretionary Grant Program (\$536 million)
- Recently closed:
 - FTA Bus Livability Program (\$150 million)
 - FTA Alternatives Analysis Program (\$25 million)

Performance Measures

- Started with Peter Drucker's 1954 book on "management by objectives"
- Measure performance of an organization at meeting its objectives
 - Set targets
 - Motivate staff
 - Quantify results
- Requires consensus on objectives





Livable Communities

- Objectives → Goals → Strategies → Activities
- Federal attempt to more broadly define the objectives of transportation and community development efforts
 - Links housing and transportation decisions
 - More than just safety, reduced congestion, and cleaner air (once objectives, now goals)
 - About transportation improving the quality of life in our communities
 - Allows different answers for different types of communities (no expectation of consensus on objectives)





Principles for Livable Communities

Provide more transportation choices

To decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health

Promote equitable, affordable housing

Location- and energy-efficient housing choices to increase mobility and lower the combined cost of housing and transportation

Enhance economic competitiveness

Through reliable and timely access to employment centers, educational opportunities, services and other basic needs

Support existing communities

Target federal funding to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes

Coordinate policies and leverage investment

To increase the effectiveness of all levels of government to plan for future growth, including making smart energy choices

Value communities and neighborhoods

Invest in healthy, safe and walkable neighborhoods rural, urban or suburban





What to Measure?

Selected metrics need to:

- Help us identify problems
- Establish baseline and track trends over time
- Inform policy decision-making
- Evaluate program effectiveness
- Be cost-effective
- Focus on key issues





Address Real Social Issues

- Increasingly older and more urban society
- Air/water quality, greenhouse gas emissions
- Obesity and lack of exercise opportunities
- Loss of community identity and charm
- Ineffective/underfunded public programs
- Economic competition and unemployment
- Reliance on imported oil
- Safety



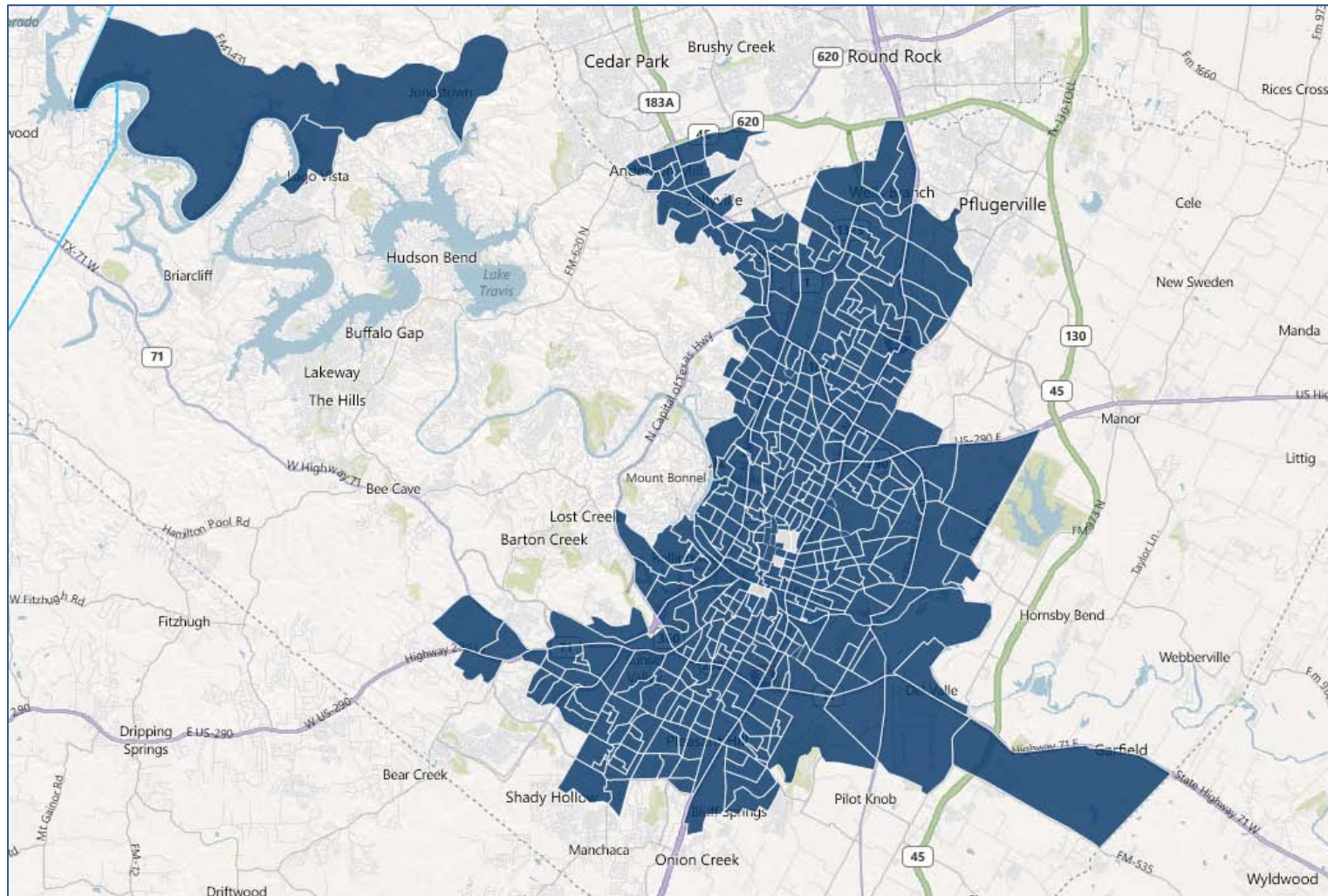


Key Issues

- Can people get where they need to go?
 - Safely, quickly, and without using too much gas?
- Do older people, persons with disabilities, economically disadvantaged people, and people in dense urban environments have access to public transportation?
 - What transportation options do these people have?
- What community (transportation) features promote health and minimize environmental impact?
 - Which communities don't have these features?



Areas around Austin within $\frac{3}{4}$ mile of a transit stop





FTA Livability Performance Measure Projects

- Urban livability metrics
 - Marc Schlossberg, Univ. of Oregon
- Rural livability metrics
 - Linda Cherrington, Texas A&M
- Livability data collection
 - Martin Catala, Univ. of South Florida
- FTA Office of Budget & Policy
 - Angela Dluger (angela.dluger@dot.gov)
 - Keith Gates (keith.gates@dot.gov)

