

# Targeted Transportation Programs for Livable Communities: Lessons from Three Pennsylvania Programs

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September 7, 2011

Conference on Performance Measures for Transportation and  
Livable Communities

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# Three Pennsylvania programs

- Philadelphia MPO - TCDI
- PennDOT - PCTI
- Lancaster County MPO - SGT



# Philadelphia MPO (DVRPC)

## Transportation and Community Development Initiative (TCDI)



# Phila MPO TCDI - background

- DVRPC has a vigorous smart growth approach
- TCDI started in 2002 to help communities support revitalization
- More than \$10 million invested
- FY 2012: \$1.2 million in PA and \$1.0 million in NJ



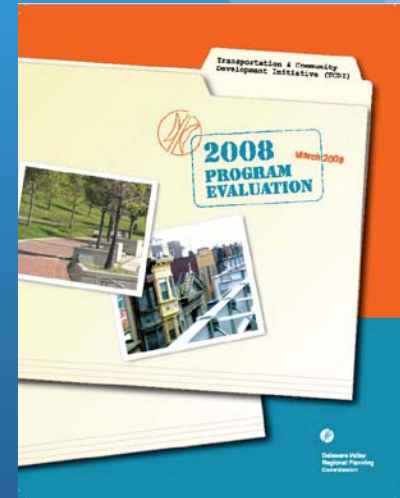
# Phila MPO TCDI - program elements

- Eligible areas: core cities, developed/mature communities, identified centers, environmental justice areas
- Eligible projects: planning and early design; must show transportation improvement and support redevelopment
- Plan requirement: consistency with DVRPC plan and other plans
- Scoring criteria: direct relationship of transportation network, encourages revitalization, plan consistency



# Phila MPO TCDI - experience

- DVRPC has published periodic program evaluation reports
- Some project highlights:
  - ✓ 13% of projects involved planning or zoning changes
  - ✓ 20% or projects involved TOD
- Some lessons learned:
  - ✓ Success needs local leadership, agency partnership, community involvement, innovative planning



PennDOT

Pennsylvania Community  
Transportation Initiative (PCTI)



# PennDOT PCTI - background

- PennDOT had a strong smart growth orientation
- Initiative launched to promote a project-driven vision of smart transportation
- Strong influence by advocacy group (10,000 Friends of Pennsylvania)
- Temporary program using Secretary's discretionary funds
- 2009: 50 projects, \$59 million; 2011: 41 projects, \$25 million





# PennDOT PCTI - program elements

- Eligible areas: not restricted
- Eligible projects: not restricted
- Plan requirement: no
- Scoring criteria: how project implements a Smart Transportation principle



# PennDOT PCTI - experience

- Quality of applications mixed
- Some projects selected not the “smartest” - including highway operational improvements
- PennDOT hoped MPOs would adopt spinoff programs
- PennDOT had not yet adopted smart growth performance measures



# Lancaster County MPO

## Smart Growth Transportation Program (SGT)



# Lancaster Co SGT - background

- County has very progressive planning program
- County = MPO area
- Some members wanted a better “smart growth” focus for transportation funds, created a Smart Growth Transportation Task Force
- Brought in consultant help
- Borrowed ideas from TCDI and PCTI



# Lancaster Co SGT - program elements

- Eligible areas: Designated growth areas in the county plan
- Eligible projects: Only 20% for planning projects; sample list
- Plan requirements: Consistent with county and local plans (municipality must have a plan)
- Scoring criteria: supports development in growth area, increases mobility options, context sensitive design, implements a study



# Lancaster Co SGT - experience

- First round of applications due this fall; expect to be very selective
- MPO may consider program evaluation in the future
- Keys to successful launch: strong local leadership + expert help



# Lessons

- No performance measures for outcomes
- Some performance measures for implementation
- Careful targeting of communities and project types can promote better outcomes
- Diffusion of best practices does work!
- Need more program evaluation reports - with more emphasis on outcomes



# Recommendations for new targeted livable communities programs

1. Have a strong link to your plan
2. Carefully define target communities
3. Carefully define target projects
4. Be selective
5. Cultivate strong local leadership
6. Obtain expert support
7. Never underestimate the lack of information





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