Federal Transit Administration & Livable Communities

Conference on Performance Measures for Transportation and Livable Communities
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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

- Energy consumption (all sectors)
- Transportation consumption
- US Population Growth

Percent Increase Since 1960

Infrastructure investment decisions affect household budgets....

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

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

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

www.sustainablecommunities.gov
Roles in the Partnership

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

**Environmental Protection Agency**
- Brownfields Restoration
- Smart Growth Technical Assistance
- Water Infrastructure Funds

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

**U.S. Department of Agriculture**
- Rural Efforts
Partnership for Sustainable Communities: FTA’s Role

**Infrastructure Investment**
- Urban/Rural Formula Programs
- Specialized Programs
- J ARC
- 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
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
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

http://www.brookings.edu/metro/jobs_and_transit/Map.aspx
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

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