Summary of Regional Livable Communities Programs

Prepared by Forum Participants

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ATLANTA REGIONAL COMMISSION

**NAME OF PROGRAM IF ANY:** Livable Centers Initiative (LCI)

**POPULATION AND NUMBER OF COUNTIES COVERED**: The LCI program serves the 20-county Metropolitan Planning Organization (MPO) area – 15 counties in their entirety and portions of 5 additional counties. In 2015, the total population of the 20-county area was $5.7 Million.

**YEAR THE PROGRAM STARTED**: 1999 to present

**PLANNING ONLY, OR PLANNING AND IMPLEMENTATION:**

Through a competitive grant process, LCI helps local governments, and community improvement districts (CIDs) access planning and implementation funds to re re-envision their communities to promote transportation options.

LCI provides funding for planning studies and transportation projects, such as sidewalks, transit enhancements, and intersection improvements. The ARC board, through the adoption of every regional plan since 2003, has committed a total of $500 Million for transportation projects resulting from completed LCI studies.

**BASIC SOURCE OF FUNDS:**

The LCI program (for both planning and implementation) uses the urban suballocation of federal Surface Transportation Block Grant funds. The total budget for LCI is $1 million annually for studies, $200,000 of that is used for staff and administrative costs, and $800,000 are awarded to local governments and CIDs for planning studies. Any single grant is capped at $200,000 (federal shared), with $100,000 being the typical award. Grant recipients are required to contribute 20% of the cost.

As mentioned above, ARC has dedicated $500 Million for transportation projects identified in LCI plans. There is generally $20 Million per year available in the TIP for funding LCI project phases including design/preliminary engineering, right-of-way acquisition, utility relocation and construction. There is no funding limit, but generally LCI awards do not exceed $5 Million. As with studies, project sponsors are responsible for 20% of the project cost.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: Total federal investment in 118 communities through LCI.

* $8.5 Million in LCI Studies
* $4.9 Million for 110 Supplemental Studies
* $201 Million in transportation projects in 66 LCI communities

**PROGRAM POINT OF CONTACT and/or WEBSITE:**

Website: <http://www.atlantaregional.com/land-use/livable-centers-initiative>

Contacts: For LCI projects - Amy Goodwin, Transportation, Access & Mobility Division, 404-463-3311, [agoodwin@altantaregional.com](mailto:agoodwin@altantaregional.com). For LCI studies - Jared Lombard, Community Development Division, 404-463-3302, [jlombard@atlantaregional.com](mailto:jlombard@atlantaregional.com).

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND/OR TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:**

The primary means of involving out Board is through the development and adoption of our regional plan, known as The Atlanta Region’s Plan. The framework of the plan is a Venn diagram of (1) World Class Infrastructure, (2) Healthy, Livable Communities and (3) Competitive Economy. There are goals, objectives and recommended actions and projects throughout that specifically relate to supporting livable communities and the LCI program specifically. Additionally, we produce a biannual LCI Implementation Report which is presented to our Board, Committees and agency and LCI partners. One of our best opportunities to highlight livability principles to the Region is ARC’s annual Development of Excellence awards, one of which is given to a community and its implementation partners for “Exceptional Merit for LCI Achievement”. The DOEs are awarded at the annual State of Region breakfast which is attended by more than 1000 people, and covered by new media. <http://www.atlantaregional.com/land-use/developments-of-excellence>

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOMES AND PERFORMANCE MEASURES:** ARC has a performance based matrix applied to all project funding applications which include a number of “livability” measures including pedestrian, bicycle and transit trips, safety crash reduction factors, proximity to transit, social equity measures, location within an LCI area or major employment centers. In addition to this matrix which is used for all project types and funding programs that ARC has programming control over (STBG-urban, LCI, TAP, CMAQ), we also have an additional layer of performance measures for the LCI program. To receive LCI funds, we evaluate those projects located within LCI areas against additional criteria including the following: LCI Plan Implementation (have study recommendations been implemented, e.g. updated to zoning codes, adoption of design overlays, street standards, etc.); Quality of the design (e.g. innovation of the design, placemaking, complete streets, road diets, etc.); Affordable housing and equity measures.

**PARTNERSHIPS AND DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** We collect and analyze data on all sorts of housing indicators and make available to the public, local governments and non-profit housing partners through a couple of platforms – the Neighborhood Nexus site which provides data visualizations on more than 700 demographic categories (<http://neighborhoodnexus.org/>), ARC’s online “info center” and Regional Snapshots on various topics including housing (<http://www.atlantaregional.com/info-center>). ARC convenes the Regional Housing Forum, a quarterly meeting of regional housing partners, and maintains the partners’ website (<http://www.atlantaregionalhousing.org/>). Additionally, ARC staffs the TransFormation Alliance which is a “collaboration of community advocates, policy experts, transit providers and government agencies that believes equitable transit-oriented development can promote community building practices to link communities near transit stations with the opportunities they need to thrive” (<http://atltransformationalliance.org/>). The TFA just received a $1,000,000 grant from SPARCC (Strong, Prosperous, And Resilient Communities Challenge) to create a model for affordable housing with access to transit, schools, healthcare and services, and to offset the tide of gentrification occurring around Atlanta’s Beltline and transit stations.

BROWARD METROPOLITAN PLANNING ORGANIZATION

**FT LAUDERDALE, FL**

**NAME OF LIVABLE COMMUNITIES PROGRAM IF ANY:** Broward Metropolitan Planning Organization Livability Planning (soon to be Strategic Initiatives)

**POPULATION AND NUMBER OF COUNTIES COVERED**: The planning area for the Broward MPO is the urbanized area of Broward County. The 2016 population estimate for Broward County is 1.9 million residents.

**YEAR THE PROGRAM STARTED**: 2010

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:** Initially, Livability Planning dealt with the planning components of Corridor Studies and Mobility Hub Master Plans, with implementation to follow in an orderly pattern. The MPO combined the Congestion Management Process with Livability Planning to conduct Corridor Studies that address short- and long-range needs along high priority corridors. MPO staff coordinates with Florida Department of Transportation (FDOT) staff to provide funding in the Transportation Improvement Program (TIP) for Corridor Studies and Mobility Hub Master Plans recommendations. At this time, Broward MPO has a backlog of projects awaiting funding and implementation.

An unexpected funding windfall gave the MPO the opportunity to jumpstart project implementation. MPO staff prioritized long-standing unfunded Mobility Projects (bicycle and pedestrian facilities) that provided connections to high priority transit corridors. In addition, the Complete Streets and Localized Initiatives Program (CSLIP) provides an opportunity for local jurisdiction to apply for funding for individual projects that are local priorities.

**BASIC SOURCE OF FUNDS:** Broward MPO uses its attributable funds (generally SU) for the planning studies. Implementation funding comes from the State for on-system improvements. Funding for off-system improvements, which are not eligible for State funds, comes from a combination of SU funds and local funds.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: Since 2010, the Broward MPO has programmed $140 million for Mobility Projects. This figures includes $20 million in improvements to the Complete Streets network made possible with an $11 million TIGER Grant.

**PROGRAM POINT OF CONTACT and/or WEBSITE:** James Cromar (954) 876-0038 ([cromarj@browardmpor.org](mailto:cromarj@browardmpor.org)) or Ricardo Gutierrez (954) 876-0044 ([gutierezr@browardmpo.org](mailto:gutierezr@browardmpo.org))

Congestion Management Process/ Livability Planning - <http://www.browardmpo.org/index.php/major-functions/congestion-management-process-livability-planning>

Mobility Hubs - <http://www.browardmpo.org/index.php/current-projects-studies/mobility-hubs>

Complete Streets - <http://www.browardmpo.org/index.php/major-functions/complete-streets-initiative>

CSLIP - <http://www.browardmpo.org/index.php/major-functions/complete-streets-localized-initiatives-program>

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** The urbanized area of Broward County is approaching build-out between the Atlantic Ocean and the Everglades. The remaining 60% of the County is in a conservation area. The major roadway network is nearly complete and roadway widening is cost prohibitive due to land costs. In support of livability principles, the MPO Board directed staff to increase the efficiency of existing rights-of-way. This includes the investment of transportation funds to support transit and multimodal mobility that increase transportation choices, support existing communities, and increase economic competitiveness.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** In anticipation of the federal regulations on performance measures, the Broward MPO developed a performance scorecard to highlight local areas of concern such as multimodal mobility and safety in addition to the expected federal measures. At the same time, FDOT selected Broward County for a pilot project to examine the difference between performance measures in urban and rural counties within the state. The upcoming Long Range Transportation Plan process is the next opportunity to incorporate additional factors, such as health and climate change, into project prioritization criteria.

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** The combined costs of housing and transportation are high in south Florida. While the Broward MPO does not have direct responsibility to address housing issues, the MPO focuses on the transportation aspect of the equation, and works with local partners who have authority over housing and land use.

Capital Area Metropolitan Planning Organization

**Austin, tx**

**NAME OF LIVABLE COMMUNITIES PROGRAM, IF ANY and YEAR THE PROGRAM STARTED**: 2016, The Platinum Planning Program outlines synergies between transportation, land use, and other planning areas and includes four spatial areas: regional special studies (inclusive of the entire MPO), sub-regional, corridor and center studies. Platinum Planning seeks to integrate multi-modal transportation, appropriate land-use mixes and densities, housing, environment (including public health impacts), economic development and equity.

**POPULATION AND NUMBER OF COUNTIES COVERED:** 2 million in population and six counties**.**

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:** The program supports only planning but will inform the agency’s new project selection criteria that is currently being developed. However, CAMPO has set a target for 15% of its STP-MM funding to be spent on Active Transportation infrastructure.

**BASIC SOURCE OF FUNDS:** STP-MM, PL, Local Match, toll concession funds, and grant dollars

**PROGRAM POINT OF CONTACT and/or WEBSITE**: Kelly Porter, AICP – Regional Planning Manager, 512.215.9512, [kelly.porter@campotexas.org](mailto:kelly.porter@campotexas.org), [www.campotexas.org](http://www.campotexas.org)

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** For the Active Transportation Plan, an advisory committee was established made up of cities, counties, public health, education entities, and other implementing entities. This committee will provide guidance on the plan and provide recommendation to the Technical Advisory Committee, which makes recommendations to the CAMPO Policy Board. Each plan includes a steering committee made up of diverse stakeholders and a robust public outreach process.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** Each Platinum Plan includes performance measures. Currently, CAMPO is in the process of updating our Project Selection Criteria for the long-range and short-range plans. Subjects being considered for the new criteria are safety, regional impact, equity, environment, public health, multi-modalism, land use, and other factors.

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** CAMPO is partnering with the City of Georgetown on a corridor and centers study that examines the development potential for a mixed-use project on a site owned by the local school district. Where possible, all Platinum Planning Studies will examine housing choices related to affordability, type, need, and proximity to an appropriate mix of transportation options.

**Current Platinum Planning Studies:**

**Regional Active Transportation Plan**

CAMPO is in the process of completing the region’s first ever Regional Active Transportation Plan (RATP). The purpose of the 2045 RATP is to provide a shared vision for the development of a functional, useful, and safe network of pedestrian and bicycle facilities and amenities for the CAMPO Region. The plan will inform development of the 2045 Regional Transportation Plan. Once completed, the RATP will include an inventory regional pedestrian and bicycle infrastructure; current data on safety, and related policies; vision and priority networks; guidance and recommendations on facility design and policy; and an implementation plan with project and policy priorities for the next 25 years.

**Near Northwest Corridor Connections Case Study**

In partnership with the Central Texas Regional Mobility Authority, a sub-component of the RATP is the Near Northwest Corridor Connections Case Study, an analysis of the current pedestrian and bicycle connections along a ½ mile radius of a major freeway corridor that spans multiple jurisdictions. The plan incorporates input from stakeholder outreach, public meetings, and focus groups. This case study seeks to develop a corridor plan that will address pedestrian and bicycle connectivity, last mile connections, access management, multi‐modal transportation elements, safety and operational improvements, and recommendations for a private realm built‐form that is conducive to active transportation.

**Georgetown Williams Drive Study**

The purpose of the Williams Drive study is to evaluate the immediate and future mobility issues that stem from population growth and development pressures along the corridor. The study is broken up into two parts: a corridor plan and a centers plan. The Williams Drive study is the first study of CAMPO’s Platinum Planning initiative, and seeks to ensure that all proposed concepts will address transportation needs, as well as quality of life and economic development. The key issues facing the corridor and related area are traffic congestion, safety concerns, access management, pedestrian infrastructure and bicycle routes, and land use that is supportive to alternative modes of transportation. Potential catalytic projects include redevelopment of a former Georgetown ISD site as well as several mixed-use projects.

**Other Initiatives:**

**Walkability Action Institute**

CAMPO attended the second annual Walkability Action Institute sponsored by the National Association of Chronic Disease Directors (NACDD), through a grant from the Center for Disease Control. The purpose of the institute was to prepare interdisciplinary teams from MPO regions to pursue policy, systems, and environmental (PSE) supports to enhance public health through walking and walkability. The teams were represented by an MPO staff member, a public health professional, a transportation representative (affiliated with the MPO region), and an elected official. A team action plan was one of a list of project deliverables to be completed as part of the program. Team action plans included short and long-term outcomes inclusive of at least one or more PSE outcomes targeting improved walkability through community design or transportation design strategies**.** The CAMPO Action Plan was adopted by the Policy Board in January 2017.

**CAMPO Project Viewer**

CAMPO is in the process of developing a user-friendly project viewer that displays regional transportation planning projects and associated data. Planned, existing and illustrative projects from various modes (pedestrian, bicycle, roadway, transit, and operations) will be displayed. In addition, the viewer will include pertinent project information such as let date, operational date, traffic counts, safety data, facility characteristics, ridership and other data. Data underlays will also be available such as demographic, socio-economic, public health, and other information. The viewer will have analysis tools such as side by side comparisons to regional data, lasso and buffering tools, as well as freehand selection tools. Another planned feature of the viewer is to allow project sponsors fill out applications for Regional Transportation Plan and Transportation Improvement Program submittals.

Capital District Transportation Committee (CDTC)

**Albany, NY**

**NAME OF LIVABLE COMMUNITIES PROGRAM IF ANY:** Community and Transportation Linkage Planning Program (the Linkage Program)

**POPULATION AND NUMBER OF COUNTIES COVERED**: In 2010, the total area population was 836,000 and we covered four counties. Population estimates for 2016 have brought us up to about 850,000.

**YEAR THE PROGRAM STARTED**: 2000

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:** The program only supports planning and provides support for implementation activities related to feasibility studies, zoning code changes, site design guideline/standard development, official mapping, etc. We do not have a specific set-aside of federal funding for capital transportation projects. Sponsors that submit project proposals from completed Linkage Program plans do get additional points in our Transportation Improvement Program project evaluation process.

**BASIC SOURCE OF FUNDS:** For planning, CDTC typically sets-aside $100,000 to $150,000 in federal planning funds through our Unified Planning Work Program (UPWP) for consultant assistance and another $100,000 in CDTC staff technical assistance. Sponsors are required to provide an additional 25% cash match. In recent years, this funding has allowed us to undertake two to four projects per year, depending on their scale. We currently cap the consultant efforts at $90,000 but may be increasing that amount in future years.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: Over the life of the program CDTC, along with the support of our local sponsors, has invested $6.0 million into the Linkage Program. That funding has supported 86 studies in 40 different municipalities, including urban, suburban and rural communities. For the next round (2018-2019 federal fiscal year) we may be increasing the cap on the consultant work and may be further changing the eligible initiatives. We are exploring options on that now.

In our Transportation Improvement Program, we estimate to have funded over $40 million in capital projects, both large and small, for which the concepts were developed in Linkage Program planning studies. The fund sources include TAP, TEP, all the STP sources, NHPP and HSIP. CDTC’s region is in attainment and no longer has access to CMAQ funds.

**PROGRAM POINT OF CONTACT and/or WEBSITE:** Sandy Misiewicz, AICP (518-458-2161, [smisiewicz@cdtcmpo.org](mailto:smisiewicz@cdtcmpo.org). Website: [www.cdtcmpo.org/linkage](http://www.cdtcmpo.org/linkage)

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** We involve our Board in the development of our livability principles through our regional transportation planning process. Our most recent long range transportation plan, known as New Visions 2040, was updated in 2016 and incorporates a section on the connection between land use and transportation. We refer to this as developing a Quality Region. We also involve the Policy Board in approving our solicitation material and our recommended projects for addition to our UPWP.

We also publish a quarterly newsletter in which an entire section is devoted to our Linkage Program including articles on current studies. Our Linkage Program is prominently displayed on our website and includes a catalog of every study completed to date along with a status of active studies. We are currently working on a tool that will map the study area boundaries interactively to provide links to all related products and project summaries. The primary goal of this effort is to aid our NYS Department of Transportation colleagues as they are scoping projects and complete smart growth and complete street checklists. It will also serve as an accessible tool for the public. Social media and our website are also used to communicate public meetings related to the Linkage Program studies, training opportunities including conferences and webinars on livability planning principles and we participate in any number of local events that help spread the word about the principles behind our program. We hold a quarterly meeting of local community planners called the Linkage Forum in which we share best practices in livability planning both in our Linkage Program and in other active local government planning efforts.

For capital projects, we have a new TIP project evaluation process in which 50% of the score is related to a merit evaluation of difficult to quantify project benefits including Regional Benefits, Land Use Compatibility, Smart Growth, Complete Streets, Environmental Benefits, Greenhouse Gas Reduction, Economic Benefits, etc.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** CDTC has surveyed the Linkage Program sponsors to learn about project outcomes and to see how the plans are being used. Questions have included what investments have been made, how the plans have impacted development or transportation projects, what were the benefits of participating in the program, etc. We have not formalized a performance based evaluation of the program. However, with the new requirements for performance based planning, we are developing performance measures related to access to transit, access to walking and biking facilities and ADA infrastructure availability.

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** We work with our regional planning commission called the Capital District Regional Planning Commission on overall data on housing. Affordable housing is an issue in only a small number of our communities. CDRPC primarily tracks building permits which aids in CDTC’s planning process by telling us where growth is occurring and in what form.

Capitol Region Council of Governments (CRCOG)

**hARTFORD, ct**

**UPDATES to 2016 PROGRAM SYNOPSIS (this may include such things as changes in funding levels or types of support/grants/technical assistance; or new criteria or priority issues that are being addressed through the program; etc.):** Since 2016, our agency has worked to advance goals and action steps outline in the Sustainable Knowledge Corridor Action Plan. In particular, we have conducted three new projects which have led to further action planning and principles as well as further grant funding to work toward implementation. The following are brief descriptions of the two new projects completed in the past year and grant funds received for further work:

**Step it Up! Action Plan to Increase Walking and Walkability:**CRCOG was one of ten regional agencies from across the country selected to participate in the National Association of Chronic Disease Director’s Step it Up! Action Institute to increase walking and walkability in April 2016. The team that participated from our region worked together to create a 5-goal Action Plan for implementing more complete streets facilities in the region across the range of geographies that our region consists of. These actions include shifting the focus and name of the CRCOG Bike Pedestrian Committee to the Complete Streets Committee, educating the public and decision makers at the local, regional and state level about the link between public health and transportation outcomes and decisions, implementing complete streets pilot projects, updating the CRCOG Bike Ped Plan to become a Complete Streets Plan and involving public health officials in transportation decisions.

Subsequent to CRCOG’s participating in this institute, the agency received a **$450,000** grant to complete goal 5 – update its current bike pedestrian plan to become a complete streets action plan and policy for the Capitol Region.

**Building Corridors of Opportunity, Best Practices for Engaging Anchor Institutions and Neighborhoods:**

This research presents national examples of the types and benefits of transit oriented development (TOD) and community economic development that have been spurred by transit and rail systems similar to CT***fastrak*** bus rapid transit line which opened in our region in 2015. This study was funded by the Hartford Foundation for Public Giving. While the project team was working toward completion of this research and the delivery of a report for our region, CRCOG received an additional **$200,000** to follow up on next steps to engaging anchor institutions in the implementation of transit-oriented development around our rapid transit corridor.

**MetroHartford Brownfields Program:**   
Our agency continued to run the MetroHartford Brownfield Program which consists of granting assessment funds, producing an inventory of regional brownfields and granting remediation funds. This past year, the inventory and remediation activities took steps forward in that our agency created an online database of brownfields in close proximity to transit stations along the region’s bus rapid transit line. Remediation activities advanced through our work to set up a **$950,000** revolving loan fund for communities to access.

**PROGRAM POINT OF CONTACT and/or WEBSITE: Mary Ellen Kowalewski (860-522-2217),** [mkowalewski@crcog.org](mailto:kowalewski@crcog.org); [www.crcog.org](http://www.crcog.org); [www.greenregionct.org](http://www.greenregionct.org); <http://knowledgecorridor.org/>; <http://crcog.org/2016/05/27/metrohartford-brownfields-program/>

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND/OR TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** We involve our Board by providing monthly updates on programs and projects within our Sustainable Capitol Region Initiative. Our agency budget and work plan, which includes livable and sustainable communities programs and projects is approved by our board each fiscal year. Further, we have created a website, [www.greenregionct.org](http://www.greenregionct.org) which highlights the livable and sustainable communities programs, projects and events that our communities are involved in. This website is our clearinghouse of information, created specifically with the goal of allowing our municipalities to learn from one another and from best practices from around the country.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOMES AND PERFORMANCE MEASURES:**During the duration of our regional sustainable communities grant, our Sustainable Knowledge Corridor website maintained a dashboard of key sustainable community indicators to show where we were at the time with regard to the range of topics that sustainability encompasses. We plan to consult with our main project partner, Pioneer Valley Planning Commission on a revision and maintenance effort for this dashboard.

**PARTNERSHIPS AND DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:**

Our agency helps municipalities and developers provide for **Housing to Meet the Needs of All Our Citizens** through responses to individual requests for information and assistance. He works with the HOME Connecticut Steering Committee to encourage municipal applications for state funds to create affordable housing incentive zones. Our staff has also served on the LISC Local Advisory Committee, providing input on LISC community development investment in Hartford neighborhoods. In cooperation with Journey Home, Inc., we work to identify new opportunities for regional collaboration on addressing and eliminating homelessness in the Capitol Region.

CENTRALINA COUNCIL OF GOVERNMENTS

**CHARLOTTE, NC**

**NAME OF PROGRAM IF ANY:** Centralina Health Solutions Center

**POPULATION AND NUMBER OF COUNTIES COVERED**: Centralina is the largest of the 16 councils of government in NC, with a regional population of 2.2 million. Centralina provides services to nine counties in the greater Charlotte region.

**YEAR THE PROGRAM STARTED:** 2013

**PROGRAM BACKGROUND**: Centralina led a three-year regional planning process, engaging over 8,400 participants, to develop growth priorities, a regionally preferred growth scenario, and a set of over 75 growth tools for local governments in the 14-county, bi-state greater Charlotte region (ConnectOurFuture.org). Plan outcomes have guided our work program, which focuses on transportation and housing choice, strong downtowns, healthy, walkable communities, placemaking, and regional mobility. After seeing a long-term disconnect between transportation and land use, we formed the **Centralina Health Solutions Center**, a policy, practice, and research center helping communities increase opportunities for physical activity. and improve access to healthy foods.

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION**: Our program supports both planning and training activities. We provide training on a variety of issues related to health and life-long communities, active living, local food systems, and aging sensitivity. We also provide policy analysis, public engagement and planning and mapping services.

* Since 2013, we have hosted the annual Planning for Healthy Communities Conference, bringing together over 400 professionals in public health, planning, and parks and recreation to discuss ways to work together to improve the built environment to promote public health. This conference has broken down professional silos and attracts participants from across the state.
* The Center has provided healthy community technical assistance to many communities in the region, including developing bike and pedestrian plans, planning for streetscape improvements, and developing Health Impact Assessments (HIA) for walking trails and transit projects.
* In November 2015, the Centralina Health Solutions Center was one of 18 coalitions nationwide, and one of two in the southeast, to receive funding from the American Planning Association as part of the national Plan4Health program. This effort included multiple strategies to improve access to physical activity in Mecklenburg County neighborhoods known for poor health outcomes.
* In 2016, the Charlotte Area Transit System called on the center to perform walk audits around transit stops in Mecklenburg and Iredell counties, to improve access to public transportation, which is vitally important for access to jobs and upward mobility.
* In 2017, the center is working with a statewide task force representing the public and non-profit sectors as part of the Planners4Health program. The efforts of the Centralina Health Solutions Center were recognized as best in class, and the center was asked to replicate the successes of the coalition statewide.

Perhaps the most important aspect of the center’s work is the opportunity to empower residents and community leaders so that they not only have a grasp of the physical and perceptual barriers to physical activity, but that they also understand the process by which policy and infrastructure improvements are made, and can effectively advocate for community improvements themselves.

**BASIC SOURCE OF FUNDS**: The source of funds for this program have come from the American Planning Association Plan4Health and Planners4Health grants, local government membership dues provided to the Centralina COG annually, Federal transit planning dollars, congestion mitigation for air quality funds, and various grants aimed at healthy community projects and/or seniors and individuals with disabilities.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: Our annual budget for healthy community work ranges from $125,000 - $300,000.

**PROGRAM POINT OF CONTACT**: Michelle Nance 704-348-2709, mnance@centralina.org, www.centralina.org

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC**: The CONNECT Our Future project was led by our Board and local elected officials across the region. Outcomes from that project serve as a mandate for our program activity, and the Centralina Health Solutions Center serves as a response to the needs identified in our region. Centralina Health Solutions Center serves as an umbrella for our livability concepts and programs and our programs are communicated through this lens.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES**: Centralina tracks progress towards the livability principles outlined in the CONNECT Our Future project and provides an annual report to our elected board. Quantitative measures include adoption of plans in concert with CONNECT Our Future goals, number of training events, cross-sector coordination activities, etc. We also track organizational and policy changes, such as developing a healthy community category in the APA-NC “Great Places” program and creating a standing committee on the APA-NC board, which focuses on healthy community work.

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES**: In 2015, Centralina developed a Comprehensive Regional Housing Strategy in partnership with HUD. The strategy included a regional housing needs assessment, a regional analysis of impediments, and a fair housing equity assessment. Centralina uses data from this effort to develop local housing strategies for local governments, further refining their plans to provide housing for current and future residents and employers. We have a regional housing workgroup that convenes to discuss housing issues and data needs.

Chicago Metropolitan Agency for Planning (CMAP)

**NAME OF LIVABLE COMMUNITIES PROGRAM IF ANY:** Local Technical Assistance (LTA) program

**POPULATION AND NUMBER OF COUNTIES COVERED**: Approximately nine million people and seven counties.

**YEAR THE PROGRAM STARTED**: 2011

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:** The LTA program provides planning assistance to communities but not does include a capital program. CMAP does provide grant advice to communities, and does administer grant programs (CMAQ and TAP) which are often used to implement LTA plans, but these are considered separate programs.

**BASIC SOURCE OF FUNDS:** The LTA program is funded from a variety of sources. It was initiated through a HUD Sustainable Communities Regional Planning grant, and today is funded primarily through federal UWP (transportation planning) funds but also through competitive grants. Other funders have included:

* Philanthropic: Chicago Community Trust, MacArthur Foundation
* Federal: HUD, NOAA, EDA
* State: Illinois Department of Transportation, Illinois Environmental Protection Agency, Illinois Attorney General, Illinois Department of Natural Resources
* Other: Cook County Community Development Block Grant, Chicago Housing Authority

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: Since 2011, the program has committed approximately $20 million in resources to nearly 200 local plans. (Please keep in mind the scale of the region, which has 284 municipalities and 9 million residents, when interpreting this number.)

**PROGRAM POINT OF CONTACT and/or WEBSITE:** Bob Dean (312-386-8834, [bdean@cmap.illinois.gov](mailto:bdean@cmap.illinois.gov)) [www.cmap.illinois.gov/lta](http://www.cmap.illinois.gov/lta)

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** The LTA program is probably the agency’s most visible program, and new projects are formally selected to be added to the program each year through a vote of our governing boards. We have an extensive committee review process involving all of our standing committees, and also convene county-level planning and transportation staff, transit agencies, and nonprofit organizations to provide feedback. Most members of the public who interact with CMAP do so through one of our LTA projects, which has helped our public engagement efforts for larger and more abstract processes like regional planning.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** CMAP tracks numerous key indicators (see [technical report](http://www.cmap.illinois.gov/documents/10180/332742/Update+Indicator+Methodology+FINAL.pdf/720e4b90-0058-4d27-bdff-e898cdf3fb2b)), but has found that the local projects conducted through the LTA program resist having consistent indicators applied to them. This is partially because project types vary significantly – from water supply studies to zoning ordinances to corridor plans – and partially because definitions of success vary significantly across communities. CMAP tracks plan implementation and provides reports on successes, but does not try to quantitatively assess the total impact of the LTA program across projects.

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** CMAP’s work on housing issues has included the following:

* The agency’s [housing committee](http://www.cmap.illinois.gov/about/involvement/committees/working-committees/housing) meets bi-monthly to guide its work and provide housing expertise and input into its decisions.
* With two partner organizations, the Metropolitan Mayors Caucus and the Metropolitan Planning Council, CMAP has assisted more than 30 communities with assessing housing supply and demand through the [Homes for a Changing Region](http://www.cmap.illinois.gov/livability/housing/homes) program. Most recently, CMAP and its partners created a toolkit that local governments can use to perform their own analysis.
* CMAP helps to staff the [Regional Housing Initiative](http://www.cmap.illinois.gov/livability/housing/rhi), which pools project-based vouchers from public housing authorities and makes them broadly available to developments region-wide. CMAP’s role is primarily to analyze the spatial context of each development and make recommendations concerning how well it meets regional goals.

Delaware Valley Regional Planning Council

**PHILADELPHIA, PA**

**NAME OF LIVABLE COMMUNITIES PROGRAM IF ANY:** Transportation and Community Development Initiative (TCDI).

**POPULATION AND NUMBER OF COUNTIES COVERED**: DVRPC is a bi-state agency with jurisdiction over Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. In 2015, the total population for the 9-county area was 5,717,932 million (U.S. Census).

**YEAR THE PROGRAM STARTED**: 2002

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:**  The TCDI program targets and funds early-stage planning activities which may or may not lead to capital investments. The program enables the Delaware Valley Regional Planning Commission (DVRPC) to support local development and redevelopment efforts in the 352 individual municipalities of the Delaware Valley that implement the goals of the region’s long range plan. Planning activities funded through TCDI must: support local planning projects that will lead to more residential, employment, or retail opportunities; improve the overall character and quality of life within these communities to retain and attract business and residents, which will help to reduce the pressure for further sprawl and expansion into the growing suburbs; enhance and utilize the existing transportation infrastructure capacity in these areas to reduce the demands on the region’s transportation network; and reduce congestion and improve the transportation system’s efficiency.

**BASIC SOURCE OF FUNDS:** In 2002, DVRPC made an initial commitment of $1.5 million dollars; $1 million for Pennsylvania communities and $500,000 for New Jersey communities, with funding continuing on an annual basis. Funding for the planning grants comes from a combination of state Transportation dollars and federal STP funds from our regional TIP. In order to encourage additional leveraged funds, the TCDI grant program requires a 20 percent local match for the federal grant dollars. Since 2007, the TCDI program moved to a two-year funding cycle, thus providing $3 million per funding round.

The latest round of TCDI planning grants were awarded in July 2016, with $1.2 million available for Pennsylvania projects and $600,000 available for New Jersey projects. Funding for this current round of the TCDI program was provided a bit differently for the two individual states. TCDI funds are drawn from the individual state TIPs and broken down as follows: In Pennsylvania, $1,500,000 ($1,200,000 STU funds/$300,000 Services in Lieu of Cash (SILOC)) for PA TCDI projects; $120,000 federal STU/Toll Credit match for PA TCDI program administration; $750,000 ($600,000 STP-STU funds/$150,000 SILOC) for NJ TCDI projects; and $80,000 STP-STU funds for NJ TCDI program administration.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: $16.07 million (NJ: $5,954,285/PA: $10,116,095). The program has leveraged an additional $207 million in private, state, and local investments.

**PROGRAM POINT OF CONTACT and/or WEBSITE:** Karen P. Cilurso, Manager, Community Revitalization, (d) 215-238-2876, [kpcilurso@dvrpc.org](mailto:kpcilurso@dvrpc.org), [www.dvrpc.org/tcdi](http://www.dvrpc.org/tcdi)

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** DVRPCs long range plan, *Connections 2040,* serves as a blueprint for the prioritization and funding of capital transportation investments for the region. However, realizing the interconnected relationship between transportation and the built environment, the Long-Range Plan also considers regional land use, the environment, and economic development activities and issues. The interactions between these areas are addressed in the four core principles of the Long-Range Plan: Managing Growth and Protecting the Environment, Creating Livable Communities, Building the Economy, and Establishing a Modern Multimodal Transportation System.

DVRPC strives to involve our Board of Commissioners and various policy boards in the development of livability principles through the annual work program. While our primary mission is transportation, many livable communities issues are included as part of our work such as Smart Growth, Strategies for Older Suburbs, Environmental Planning, and Community Outreach. To highlight specific projects undertaken through these programs, an accompanying annual report is provided that highlights the livability principles that have been incorporated. It is an opportunity for DVRPC to spotlight various ways that our projects, grant programs, and TIP investments are supporting these principles.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** TCDI does not have any specific performance measures, although project performance is assessed each project round to determine changes to the program eligibility. In addition, the Regional Indicators of the Long-Range Plan tracks progress toward livable community goals, including regional transit accessibility, housing affordability, and growth and development in our cities and older suburbs.

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** The Regional Community and Economic Development Forum (RCEDF) meets quarterly to address current issues in land use, housing, economic development, and transportation in the Delaware Valley region. Our annual work program includes economic data collection and analysis for many transportation-related characteristics such as population, journey-to-work data, housing costs, construction permits, and immigration. DVRPC collects and analyzes the data for the region and individual municipalities as informational publications. The population analysis feeds into DVRPC’s long-range planning and future scenario work.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

**NAME OF PROGRAM IF ANY:** Station Area Master Plan/Urban Center Planning Grants

**POPULATION AND NUMBER OF COUNTIES COVERED**: In 2015, the total area population was 3.3 million and the DRCOG area covers 9 counties.

**YEAR THE PROGRAM STARTED**: 2007

**PLANNING ONLY, OR PLANNING AND IMPLEMENTATION:** Urban Center/Station Area Master Planning Grants (UC/STAMP) are intended to assist local governments and other eligible entities in their efforts to develop station areas and Urban Centers that further Metro Vision goals while meeting the needs of local communities. In 2017, the DRCOG Board of Directors unanimously adopted a revised Metro Vision plan. The updated Metro Vision plan continues to emphasize the importance of connected urban centers located throughout the metro area. The updated plan further emphasizes the importance of multimodal corridors that serve and connect the region’s centers.

Station Area Master Plans are a primary means to develop strategies that ensure development patterns and policies, as well as associated infrastructure investments contribute to a transit-supportive built environment. Once a Station Area Master Plan has been completed, a local government may apply for planning funds to complete Next-Step studies which facilitate the realization of Transit-Oriented Development at existing and planned stations that have completed station area master plans.

**BASIC SOURCE OF FUNDS:** The UC/STAMP grants are funded through an off-the-top CMAQ set aside. Prior to 2011, funding was only available for Station Area Master Planning. In 2011, the DRCOG Board of Directors expanded this program to include Urban Centers and committed $3.5 million over the first four years of the FY2012-2017 cycle to support the expanded program. The current funding level is $600,000 per year. As these funds are from federal dollars, there is a 20% cost share the applicant is required commit.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: Since 2007, we have funded 43 studies, and expended over $6.3 million. Our last call for projects for the 2016/2017 TIP Cycle made $1.2 million available with a maximum request of $200,000. This cycle funded 8 projects. The next call for projects will commence in May/June of 2017 and will make another $1.2 million available split between FY18-19.

**PROGRAM POINT OF CONTACT and/or WEBSITE:** Derrick Webb, [dwebb@drcog.org](mailto:dwebb@drcog.org) or 303.480.6728.

**Website:** <https://drcog.org/planning-great-region/implementing-metro-vision/station-area-and-urban-center-planning-funds>

**Note:** *The Metro Vision portion of the DRCOG website (including the link above) is currently being redesigned. The link above will be accurate through ~May 2017, it may change after May.*

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND/OR TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** As noted below the DRCOG Board recently adopted an update to our region’s long-range plan – Metro Vision. Livable communities are central to our overall work program and integrated into nearly all programs and projects. Bullets below highlight a few items that fall most directly in the “communications bucket”.

* Over the past few years we have spent considerable time with our Board on strategic planning and governance issues – an early driver of that effort was the adoption of a new Mission and Vision for the organization, which includes a focus on livable communities.
* With the adoption of Metro Vision now in the rearview mirror we will be turning our attention to a new website that will feature not only the aspirational plan, but will also share success stories from around the region – including many local initiatives that are associated with funding provided by DRCOG.
* We are frequently asked to speak with groups from around the region – often this is simply opportunistic, in the sense that we don’t have a concerted strategy to get on meeting agendas, etc., but we are increasingly involved in community education programs that host courses each year, in some cases multiple courses throughout the year. These efforts provide an opportunity to regularly engage with citizens and stakeholders on regional issues, including regional challenges and how DRCOG and other stakeholders are working to address those challenges.
* DRCOG hosts an annual award celebration that recognizes that contributions of individuals and communities make in creating a more livable region. Community awards are framed by Metro Vision and emphasize collaboration and innovation.
* Our HUD Sustainable Communities work concluded approximately two years ago – we are currently working on an update to show how the work has continued in the absence of funding. We may also discover in that effort that additional regional support may be needed.
* We host 5 Metro Vision Idea Exchanges each year – these trainings highlight key local (and sometimes national) success stories related to local and regional initiatives that are advancing Metro Vision. While these events focus on successes, we also challenge our speakers and attendees to share implementation challenges in their own communities.
* Staff from DRCOG regularly appear on radio and television outlets in the region, including serving as a curator and subject matter expert for a weekly radio show focused on meeting the needs of older adults in our region, including the important role of livable communities in supporting healthy and successful aging.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOMES AND PERFORMANCE MEASURES:** The DRCOG Board of Directors unanimously adopted a significant update to Metro Vision, the region’s long-range plan for growth and development, in January 2017. The plan establishes fourteen regional outcomes and thirteen plan performance measures.

Metro Vision Regional Outcomes (defined as a description of the desired future state that DRCOG, local governments and other regional partners will work toward together):

* The region is comprised of diverse, livable communities
* Through a coordinated effort between DRCOG and local communities, new urban development occurs in an orderly and compact pattern within regionally designated growth areas
* Connected urban centers and multimodal corridors throughout the region accommodate a growing share of the region’s housing and employment
* The regional transportation system is well-connected and serves all modes of travel
* The transportation system is safe, reliable and well-maintained
* The region has clean water and air, and lower greenhouse gas emissions
* The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails
* The region’s working agricultural lands and activities contribute to a strong regional food system
* The risks and effects of natural and human-created hazards are reduced
* The built and natural environment supports healthy and active choices
* The region’s residents have expanded connections to health services
* Diverse housing options meet the needs of residents of all ages, incomes and abilities
* All residents have access to a range of transportation, employment, commerce, housing educational, cultural and recreational opportunities
* Investments in infrastructure and amenities allow people and businesses to thrive and prosper

Metro Vision Plan Performance Measures and Targets:

|  |  |  |
| --- | --- | --- |
| **Measure** | **Baseline** | **Target (2040)** |
| Share of the region’s housing and employment located in urban centers | Housing: 10.0 percent (2014) | Housing: 25.0 percent |
| Employment: 36.3 percent (2014) | Employment: 50.0 percent |
| Regional population-weighted density | 4,850 people per square mile (2014) | 25 percent increase from 2014 |
| Non-single-occupancy vehicle (Non-SOV) mode share to work | 25.1 percent (2014) | 35.0 percent |
| Daily vehicle miles traveled (VMT) per capita | 25.5 daily VMT per capita (2010) | 10 percent decrease from 2010 |
| Average travel time variation (TTV) (peak vs. off-peak) | 1.22 (2014) | Less than 1.30 |
| Daily person delay per capita | 6 minutes (2014) | Less than 10 minutes |
| Number of traffic fatalities | 185 (2014) | Fewer than 100 annually |
| Surface transportation-related greenhouse gas emissions per capita | 26.8 pounds per capita (2010) | 60 percent decrease from 2010 |
| Protected open space | 1,841 square miles (2014) | 2,100 square miles |
| Share of the region’s housing and employment in high risk areas | Housing: 1.2 percent (2014) | Less than 1.0 percent |
| Employment: 2.9 percent (2014) | Less than 2.5 percent |
| Share of the region’s population living in areas with housing and transportation (H+T) costs affordable to the typical household in the region | 41 percent (2013) | 50 percent |
| Regional employment | 1.8 million (2014) | 2.6 million |
| Share of the region’s housing and employment near high-frequency transit | Housing: 29.7 percent (2014) | 35.0 percent |
| Employment: 48.4 percent (2014) | 60.0 percent |

**PARTNERSHIPS AND DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:**

* DRCOG works closely with Mile High Connects - Mile High Connects is a broad partnership of organizations from the private, public and nonprofit sectors that are committed to increasing access to housing choices, good jobs, quality schools and essential services via public transit.
* In partnership with Mile High Connects, DRCOG created and maintains the Regional Equity Atlas (<http://www.denverregionalequityatlas.org/>).
* The Metro Vision plan includes several measures related to housing affordability and location.
* DRCOG creates a point-level housing data set annually. This data set is derived from public sources (parcels, building point data, etc.) and supplemented with proprietary data (InfoGroup and CoStar). Public data has improved recently to the point that proprietary data sources may not be required in future versions. Housing dataset is needed to report on plan performance measures described above and for our land use model, UrbanSim.
* DRCOG has conducted two surveys (2010 and 2016) of residents living near existing and future transit stations to understand current desires for TOD lifestyles and to understand the extent to which transit access and adjacency are impacting residential location decisions. The surveys also aim to better understand travel behavior and community amenities that may be desired in communities served by transit.
* DRCOG frequently hosts events/trainings that share best and emerging practices in the region on the issue of housing (e.g. senior housing, affordable housing preservation strategies).
* DRCOG has worked with the University of Colorado-Denver on housing research efforts by both faculty and staff (e.g. senior housing, accessory dwelling units).
* DRCOG has developed an evaluation tool that local communities use to assess their ability to support healthy and successful aging – an analysis of existing housing opportunities and policies is a critical part of the assessment.
* As the Area Agency on Aging, DRCOG works with older adults and their caregivers to find affordable/suitable housing (increasing difficult due to severe shortage of affordable, accessible units). DRCOG also works
* As part of the region’s HUD sustainable communities grant DRCOG supported several regional and local housing efforts:
  + Funding for development plans and studies for TOD properties controlled by housing authorities and mission-driven developers
  + Market readiness studies for several transit corridors (including housing viability – market rate and subsidized)
  + Study to identify priority housing development sites in transit corridor
  + Created Regional Housing Strategy (strategy informed the development of the Metro Vision plan)

East-West Gateway Council of Governments

**sT lOUiS, mo**

**NAME OF LIVABLE COMMUNITIES PROGRAM IF ANY:** OneSTL, Plan for a Prosperous, Healthy, Vibrant St. Louis Region

**POPULATION AND NUMBER OF COUNTIES COVERED**: 8 Counties, 2.58 million people.

**YEAR THE PROGRAM STARTED**: 2013

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:** Mostly planning for now, but we are working on a couple of initiatives that will result in implementation. See the ‘sustainability and innovation lab’ and Invest STL below.

**BASIC SOURCE OF FUNDS:** N/A

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: N/A

**PROGRAM POINT OF CONTACT and/or WEBSITE: Aaron Young** (314-421-4220, aaron.young@ewgateway.org) [www.onestl.org](http://www.onestl.org)

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** The regional plan was approved by our Board of Directors in 2013, but not by consensus. As a result, it is not used by the board to influence policy. However, because it is a regional plan for sustainable development, it covers more topics than the regional transportation plan. As a result, it has opened up opportunities for agency staff to work with new partners on initiatives not focused on transportation.

So, more than policy, it’s given staff at East-West Gateway direction to work on new initiatives with new partners. We created a Green Cities Challenge in partnership with the St. Louis Regional Chamber and the Missouri Botanical Garden. We are working with the United Way and several other organizations to develop a procedure to create regional-scale network maps. We are working with a local technology incubator to create a ‘sustainability and innovation lab’. And we are working with several area universities, non-profits, and businesses to put on a regional summit on sustainability. The summit will be used to identify and build support for a set of regional goals and targets, see below.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** As part of OneSTL, East-West Gateway monitors 58 regional metrics. Through the regional sustainability summit mentioned above, over one hundred technical experts will review and evaluate 28 regional metrics related to sustainability. Due to their nature, several of metrics align with the principles of livability including concentration of poverty, housing choice, transit oriented development, transportation choice and water quality. Participant will select at least seven of these metrics, set targets/goals for them, and brainstorm about what can be done to achieve the goals. The ‘sustainability and innovation lab’ mentioned previously will be forum by which to have on-going conversations about our progress on meeting the regional goals.

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** As part of OneSTL, East-West Gateway collects data on H+T Affordability, Housing Affordability, Residential Transit Access, and Building Energy Efficiency. We are exploring methods to collect data on Housing Choice and Transit Oriented Development. Our full dashboard of metrics can be seen here: <http://www.onestl.org/indicators>.

East-West Gateway staff are not working directly on housing issues at this point, but we are meeting with local organizations to establish a regional community economic development support system called Invest STL. Invest STL is intended to provide funding and technical assistance to community development corporations, who are working on housing issues.

fORWARD pINELLAS (Pinellas Planning Council and Metropolitan Planning Organization)

**TAMPA, FL**

**NAME OF AGENCY:** Forward Pinellas

**POPULATION AND NUMBER OF COUNTIES COVERED**: Forward Pinellas is the countywide land use planning agency and as the MPO for Pinellas County, FL, one of three MPOs serving different counties in the Tampa-St. Petersburg-Clearwater Urbanized Area. Forward Pinellas integrates land use and transportation planning for the unincorporated county and 24 cities within Pinellas County, and coordinates regional transportation plans and priorities with the Hillsborough County and Pasco County MPOs that also serve the Urbanized Area. In 2017, Pinellas County’s population was 935,000 out of the Urbanized Area population of 2.8 million, which is projected to grow to about 3.5 million by 2040.

Forward Pinellas participates with the Pasco County and Hillsborough County MPOs in a regional transportation forum called the Tampa Bay Transportation Management Area (TMA) Leadership Group. The TMA Leadership Group is a facilitated forum that makes regional transportation policy and funding priority recommendations, which are then acted upon by each MPO. The TMA Leadership Group is the focal point for regional transportation planning currently occurring through the MPOs’ shared efforts and the Tampa Bay Premium Transit Plan, led by the Hillsborough Area Regional Transit Authority.

**YEAR THE PROGRAM STARTED**: In 2014, the Florida Legislature and Governor approved a local bill merging the Pinellas Planning Council and the Pinellas County MPO as a unified independent agency reporting to a 13-member board of elected officials responsible for countywide land use and transportation planning. In 2015, the newly merged agency hired its first executive director, and in 2016 rebranded as Forward Pinellas. We launched a Complete Streets Program later that same year, issuing a call for proposals to fund planning and implementation for Complete Streets projects.

**PLANNING ONLY, OR PLANNING AND IMPLEMENTATION:** Our work involves planning, programming and implementation.Forward Pinellas, in its role as the Pinellas Planning Council, adopted the Countywide Land Use Plan in 2015. It is a policy and regulatory tool that guides growth and redevelopment toward a Transit Oriented Development Vision Map. The MPO adopted its current Long Range Transportation Plan in 2014. Implementation of Forward Pinellas’ planning activities occurs through the Countywide Rules, which provide principles and a regulatory framework for new development and redevelopment occurring in any municipality or the county in support of the Countywide Plan. The MPO’s Complete Streets Program is an example of how Forward Pinellas is providing implementation funding support for Complete Street projects solicited from local governments through a competitive process. Other implementation efforts are occurring through local planning efforts, state and regional policy work (establishing project priorities), development of tools and data, and capacity building for local residents and leaders.

**BASIC SOURCE OF FUNDS:** Forward Pinellas operates through a combination of local, state and federal funding sources. The Pinellas Planning Council receives property tax revenue to carry out countywide land use planning and technical assistance activities (0.015 millage rate). The MPO receives PL and SU funding from the federal government for planning purposes through the state, and is a direct recipient of FTA 5305 funding. Forward Pinellas uses this money to undertake land use & transportation corridor and area planning, and to provide technical assistance to its local government and partner agencies for planning projects that implement both local plans.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: The Complete Streets Program awarded $1.1 million in planning and implementation funding to three selected recipients in its first year, and the goal is to continue that level of funding for a combination of planning and construction projects each year. In addition, the MPO adopts a Transportation Alternatives Program (TAP) that has $10 million committed in the current five-year work program, with that number climbing to $32 million when including projects completed in the last year. We allocate about $1.5 million annually through the TAP program.

**PROGRAM POINT OF CONTACT/WEBSITE:** Whit Blanton, FAICP, Executive Director ([wblanton@forwardpinellas.org](mailto:wblanton@forwardpinellas.org)) <http://forwardpinellas.org/>

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR A LIVABLE COMMUNITIES FRAMEWORK TO INVOLVE YOUR POLICY BOARDS AND/OR COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** Forward Pinellas operates in Florida’s most densely populated county, a county that has very little available vacant land remaining for development. Thus, it is focused on guiding and supporting redevelopment activities that strengthen economic opportunity, enhance community livability and improve connectivity. Following two board work sessions in 2015, Forward Pinellas adopted three emphasis areas under the rubric of Strategic Planning and Operations Topics (or SPOTlight Pinellas):

* ***A Vision for the US 19 Corridor*** – guiding higher intensity mixed use development in this commercial corridor with complementary mobility and accessibility strategies, including improvements to connect residents and employees with transit and safe places to walk.
* ***Enhancing Beach Community Access*** – improving safety, mobility and access for workers, residents and visitors to the Pinellas beach communities that contribute $9 billion in economic value to the Tampa Bay region.
* ***Master Plan for the Gateway/Mid-County Area*** – improving connectivity and accessibility, and broader housing opportunities while supporting higher wage economic redevelopment activities in this regional employment center.

Our agency is taking a two-year focused planning and benchmarking effort on those three SPOTlight areas to create an action plan to strengthen these inter-jurisdictional initiatives, and will serve as the foundation of the 2045 Long Range Transportation Plan.

**LIVABLE COMMUNITIES PRINCIPLES IN REGIONAL OUTCOMES AND PERFORMANCE MEASURES:** The Countywide Land Use Plan emphasizes mixed-use redevelopment in a framework termed “Corridors, Centers and Districts,” and the criteria for decision-making reflects livability considerations. We also conduct an annual State of the System report that tracks transportation and land use indicators related to safety, accessibility, mobility and livability.

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** Forward Pinellas has a Data Analytics Team that uses information, technology, and local knowledge to create relevant and effective data, maps, and decision support tools. Our customers include local governments, including the County and city planning departments, transportation providers and construction departments, etc. We provide grant services to local governments to apply for funding for affordable housing.

GREATER PORTLAND COUNCIL OF GOVERNMENTS

**PORTLAND, ME**

**NAME OF LIVABLE COMMUNITIES PROGRAM IF ANY:** Greater Portland Council of Governments (GPCOG) and the Sustain Southern Maine (SSM) Initiative.

**POPULATION AND NUMBER OF COUNTIES COVERED**: GPCOG’s geography covers 26 towns in Cumberland County, and one in Androscoggin County, with a population of 289, 977 (2010 Census). The 2010 Sustain Southern Maine Initiative covered most of York and Cumberland Counties, a total population of approximately 433,961 people.

**YEAR THE PROGRAM STARTED**: The SSM Initiative began with funding in 2010. A second Phase, SSM 2.0 will begin before the close of in 2017.

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:**  At this point, all funding will be directed towards planning and administrative activities, with the goal of aligning the implementation of capital funding to the regional vision created through this initiative.

**BASIC SOURCE OF FUNDS:** The program is currently funded through our MPO, and GPCOG.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: The original 2010 SSM effort was funded through a HUD grant for $1.6 million over three (3) years. To continue this work, over the next two years we hope to leverage additional funds from a combination of funding sources. As in previous years, we expect to have continued access to both member dues and MPO funding, as well as staff resources from several non-profit partners.

**PROGRAM POINT OF CONTACT and/or WEBSITE:** Stephanie Carver, GPCOG Planning Director, (207) 774-9891 Ext. 222, [Scarver@gpcog.org](mailto:Scarver@gpcog.org) 2010-2014

Phase 1 project website: <http://sustainsouthernmaine.org/>

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** Although the SSM 2.0 framework is still in development; GPCOG has actively supported and managed sustainable planning practices through its substantial work in transportation, land use, energy, and economic development. This work is directed by our organizations [Sustainability Principles](http://www.gpcog.org/sustainability/principles/), developed by members in 2008.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** PACTS, our metropolitan planning organization, has recently released its updated regional transportation plan entitles [Destination 2040](http://www.pactsplan.org/long-range-transportation-planning/destination-2040-plan-draft/). The plan focuses on directing regional resources towards our most productive existing and emerging corridors and centers, maximizing the impact of investments. This concept is also the basis for prioritizing infrastructure investments. The impetus behind this concept was work conducted as part of the initial SSM Initiative involving the identification of Centers of opportunity. These centers served as the core of the SSM planning process, and are areas considered highly competitive for the next generation of jobs and housing in Southern Maine with transportation and the ability to increase density. In the next phase of SSM, we will build a Regional Vision that outlines goals and performance measures for the region that can inform capital investment in the future.

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** The SSM Partnership included 52 entities, including two housing authorities and several nonprofits. SSM also formed a Regional Housing Council to assist with two primary tasks: a Regional Analysis of Impediments to Fair Housing (RAI) and a Population and Housing Market Analysis. We expect to reconvene this group in SSM 2.0, and encourage these organizations to take an active role in the visioning process.

HOUSTON-GALVESTON AREA COUNCIL (H-GAC)

**Name of Program, if any**: Houston-Galveston Area Council’s (H-GAC’s)Livable Centers Program

**Population and Number of Counties Covered**: 8 counties, 3.5 million population (in 2016).

**Year the Program Started**: 2008

**Planning Only, or Planning and Implementation:** Planning. The program funds planning studies for eligible local entities. The overall goal of the Livable Centers program is to create walkable, mixed-use places where people can live, work, and play with less reliance on their cars. These studies have taken place in urban, suburban, and rural locations within the region.

Although each Livable Centers study differs in its specific scope, all studies share the following common elements: A needs assessment, a conceptual plan, specific project recommendations, and an implementation plan, including cost/benefit calculations. Studies typically address the following elements: circulation and multi-modal connectivity, economic and urban development, housing choice and affordability, sustainability, and place making and branding.

Project sponsors can apply to, and compete for, implementation funding in the Transportation Improvement Program (TIP) for eligible projects, but there is not specific set-aside funding for Livable Centers implementation. Despite this, a recent implementation review of completed studies identified over $200 million of built projects in the region resulting from Livable Centers studies.

**Basic Source of Funds:** The studies are funded 80% through STP-MM (Surface Transportation Program – Metropolitan Mobility) federal transportation funds, with a 20% local cash match.

**Dollar Amount of Programs to Date**: Since 2008, H-GAC has funded 29 studies, at a total federal funding level of approximately $5.5 million. The studies range in cost, but average between $150,000 - $250,000 each.

**Program Point of Contact and Website**: Meredith Dang, Chief Regional Planner, [meredith.dang@h-gac.com](mailto:meredith.dang@h-gac.com) (713) 993-2443. Program website: <http://www.h-gac.com/livablecenters>

**Updates to 2016 Program Synopsis:** Since 2016, an increased focus in the program has been on healthy communities and housing. Each of the studies now examines a variety of factors in the needs assessment related to healthy communities and housing as well as developing specific recommendations for these areas and benefits calculations.

**Ways your Agency uses Livable Communities Principles or Framework to Involve Policy Boards or Communicate Work to the Public:** The Transportation Policy Council at H-GAC is not involved in program level decisions regarding the Livable Centers program, but does approve the funding for the studies. H-GAC has a wide variety of publications and community outreach to communicate Livable Centers principles to the public. This includes extensive staff engagement with interested local governments (in person presentations and meetings), participation in agency community events as well as outside events (such as having a space at PARKing Day), annual technical workshops, creation of publications (such as our newly released Instant Impact Guide and Pedestrian Evaluation Tool). All publications and workshop presentations are available on the program website.

**Reflecting Livable Community Principles in Regional Outcomes and Performance Measures:** New performance measures have not yet been created for the next version of H-GAC’s Regional Transportation Plan. Outside of the Regional Transportation Plan process, H-GAC has developed a Connectivity/Density Index that measures potential walkability and street grid density through an interactive web tool available on H-GAC’s website.

**Partnerships and Data your Agency Engages in to Address Regional Housing Issues:** H-GAC has developed a guide to housing assistance programs available in the H-GAC region titled the ‘Guide to Housing Assistance in the Gulf Coast Region.’ H-GAC also maintains information related to the Fair Housing Act on our website. We are interested in further exploring housing issues through the Livable Centers program, pending identification and award of a funding source to do so.

LEHIGH VALLEY PLANNING COMMISSION

**ALLENTOWN, PA**

**NAME OF LIVABLE COMMUNITIES PROGRAM IF ANY:** Lehigh Valley Planning Commission

**POPULATION AND NUMBER OF COUNTIES COVERED**: 680,000 people across Lehigh and Northampton Counties

**YEAR THE PROGRAM STARTED**: 1961

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:** The LVPC supports both planning, planning-related activities and implementation for two counties and 62 municipal governments. We develop, monitor and in some cases implement a variety of regional-level plans and initiatives including: the *Lehigh Valley Comprehensive Plan* (with urban growth boundaries), *MoveLV:* *Long-Range Transportation Plan*, *Regional Housing Plan*, *Lehigh Valley Greenways Plan*, *Natural Resources Plan*, *Climate and Energy Plan*, *MoveLV: Freight Plan,* *Hazard Mitigation Plan*, stormwater management and water quality plans for 17 watersheds, among others. We also, provide direct community planning services from serving as the official municipal planner to writing multi-municipal comprehensive plans. For the last 56 years all of our plans, planning and investment have adhered to a series of core land use principles, in particular, development and redevelopment inside the urban growth boundary first. We have moved into a “2.0” era over the last three to four years and are evolving our planning program to further emphasize urban and community design, densification, housing diversity, globalization and technological advances, freight and manufacturing, resiliency, the agricultural economy and multi-modalism (BRT, trail-road commuter connections, sidewalks).

**BASIC SOURCE OF FUNDS:** Pennsylvania Department of Transportation/USDOT, Lehigh County, Northampton County, revenue generation. In 2016, we allocated $1.27for multi-modal transportation enhancements and provided $2.3 million in professional planning services to the region.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: Over the next two years we anticipate using about $300,000 for bicycle and pedestrian planning, $300,000 for inland port planning, $150,000 for resiliency/hazard mitigation planning, $100,000 for trail gap analysis/feasibility planning, $360,000 for multi-municipal plan development (at least two), $100,000 for watershed plan updates, $2 million for regional comprehensive planning and local planning assistance, $2 million in direct transportation planning services, and $1.27 million in additional multi-modal transportation enhancements.

**PROGRAM POINT OF CONTACT and/or WEBSITE: Becky Bradley, AICP** (610-264-4544, bbradley@lvpc.org, www.lvpc.org)

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** We have developed a cadre of livable communities’ principles that have been adopted as the official public policy of Lehigh and Northampton Counties. These livability principals cover housing, natural resources, farmland preservation, land use, economic development, transportation, community facilities, utilities, climate change, energy conservation, hazard mitigation, parks and recreation, and historic preservation, among others. In addition, we are updating the *Lehigh Valley Comprehensive Plan* and are also, focusing more heavily on equity, urban/community design, arts and culture, tourism, education and workforce, public health, technology and future forces (globalization). We utilize a variety of avenues from our four LVPC working committees, the LVPC, Transportation Study, Multi-Modal Working Group, Municipal Officials Council, Freight Advisory Committee, and County COGs, Lehigh Valley Greenways, and project specific committees for assistance. In addition, we utilize our website, Twitter, Facebook, Instagram and e-news for regular communication. We regularly attend festivals and have interactive displays to communicate and collaborate (think Candy Chang), as well as, hold regular Strategy Labs and Planning and Pizza sessions to develop our thinking as a region and promote our livability principles. Again, our livability principals are imbedded in everything.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** Key metrics and performance measures are key to the longevity of our organization and status as the region’s trusted planning agency and partner. We have a variety of performance measures depending on the subject area: affordability by type of housing, income and age, congestion reduction, conserved acres, miles and connectivity of trails/roads/sidewalks, fresh food access, access to transit as it relates to fresh food and schools, economic value of our environment, water quality, etc. We have built these metrics over time and are growing our abilities to monitor and analyze to support the region’s planning.

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** We are the region’s official housing planners,collecting and analyzing data on rental and owner-occupied housing costs, types, affordability, etc. For our 62 municipal governments. We also, review every new housing development (including mixed use) for consistency with the *Regional Comprehensive Plan* and *Regional Housing Plan*. Every other year we release an in-depth analysis of the housing market, including review of all housing transactions in the two counties, and annually release a report on building permit activity. We participate on the counties’ Affordable Housing Trust Fund Boards, on a regional housing working group, and regularly advise our local governments and local housing agencies.

Memphis Urban Area Metropolitan Planning Organization

**POPULATION AND NUMBER OF COUNTIES COVERED**: The Memphis MPO’s Planning boundary covers 18 municipalities and all or part of 4 counties in 2 states (TN & MS) with a population of roughly 1.1 million.

**YEAR THE MPO WAS FORMED**: 1977

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** In January 2016, the Transportation Policy Board of the Memphis MPO adopted its current Regional Transportation Plan (RTP), Livability 2040. Prior to the adoption of the RTP the MPO released three livability videos educating the public on the concept of livability. Mayors throughout the region were interviewed discussing the importance of livability principles in the Memphis MPO area and the videos received 1,000+ views. Additional outreach focusing on livability included placing ads on the interior and exterior of buses.

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:** As a transportation planning organization, we work with local governments, transit and transportation agencies to plan and program transportation projects for the region. Keeping in line with the input we received from stakeholders and the public as well as the principles of livability, the current regional transportation plan, called Livability 2040, places a greater emphasis on maintaining the existing infrastructure and more transportation choices. The short-range program, the FY 2017-20 Transportation Improvement Program (TIP) includes an increase in funding for maintenance of the current system along with an emphasis on bicycle, pedestrian, and transit projects. These types of multi-modal projects, account for a quarter of the MPO-managed federal funds programmed in the TIP. Additionally, the MPO worked with the City of Memphis to allocate funding towards a couple of locally identified complete streets projects.

**BASIC SOURCE OF FUNDS** / **DOLLAR AMOUNT OF PROGRAMS TO DATE:** The MPO receives approximately $20 million annually in MPO-managed Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) federal funds. An additional 20% local match is required for both funding sources. Additionally, the MPO works with the local transit agency, MATA to program projects using FTA funding sources.

**PROGRAM POINT OF CONTACT and/or WEBSITE: Pragati Srivastava** (901-576-7190, pragati.srivastava@memphistn.gov) memphismpo.org

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** The Memphis MPO is beginning the process of updating the Regional Transportation Plan and plans to continue the theme of Livability through the 2050 plan. Development of performance measures based off of the goals and objectives will continue to be a part of the update to the RTP and in line with the federal legislation know as Fixing America’s Surface Transportation Act (FAST).

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:**

Shelby County, within the Memphis MPO area, was recently awarded $60 million through the HUD National Disaster Resilience Competition to address unmet needs as a result from past flooding. The Memphis MPO played a role providing leveraging funds for local projects and will continue its collaboration and partnership with Shelby County as well as others to ensure that our community is one where transportation, housing, and development are coordinated and in line with the US DOT’s definition of livability.

Merrimack Valley Planning Commission

**Lawrence, ma**

**NAME OF LIVABLE COMMUNITIES PROGRAM IF ANY:** No name, it’s part of everything we do!

**POPULATION AND NUMBER OF COUNTIES COVERED**: In 2015, the total area population was 322,937 for the Merrimack Valley portion of Essex County (15 towns and cities).

**YEAR THE PROGRAM STARTED**: NA

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:** While MVPC does not have an official Livable Communities Program, much of our work supports the concepts and our programs:

1. Help people who work and live in the Merrimack Valley have better access to transit, and walk and bike safely through involvement with the Mayor’s Health Task Force in Lawrence and development of community specific Complete Streets policies. This is both planning and implementation programming.
2. Focus development in areas where there is available water and sewer, jobs, affordable housing, adequate road infrastructure. In 2015, we created the “Merrimack Valley Growth Strategy” that included criteria for how to identify appropriate areas for growth, redevelopment, and protection. MVPC uses this plan as a lens for all planning projects including transportation, environmental and economic development. This is primarily planning money; however, we do use funding to market the priority development areas through our economic development engine, [MVMB.biz](http://mvmb.biz/).
3. In 2017, MVPC received $150,000 to develop the first-of-its-kind Regional Housing Plan. In addition to creating regional goals and strategies for housing development, each “chapter” of the plan will be developed as a certifiable housing production plan under Chapter 40B in Massachusetts.

**BASIC SOURCE OF FUNDS:** Most of our funds are from state and federal sources including: Federal Highway Administration, Federal Transit Authority, MA Department of Housing and Community Development, and MassHousing.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: The Regional Housing Plan will be covered through $150,000 in grant funds from the MA Department of Housing and Community Development, MassHousing and the Efficiency and Regionalization Grant Program under the Massachusetts Community Compact Cabinet. The other programs, such as our work with the Mayor’s Health Task Force in Lawrence and our assistance drafting Complete Streets policies, is completed as part of our Transportation workplan, so it is not currently tracked hour by hour.

**PROGRAM POINT OF CONTACT and/or WEBSITE:**

**Transportation: Tony Komornick** ([akomornick@mvpc.org](mailto:akomornick@mvpc.org))

**Housing:** **Angela Vincent, AICP** ([avincent@mvpc.org](mailto:avincent@mvpc.org))

**MVPC Website:** [www.mvpc.org](http://www.mvpc.org)

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** Our Commission and MPO are both updated regularly and engaged in the implementation of our programs in the Merrimack Valley. Our annual report, quarterly newsletters, and monthly Commission and MPO agendas highlight the ways that our programs, grants, and investments are supporting livability principles. We are taking a more active role on social media as well. We are active on Twitter and Facebook and have increased our presence exponentially, highlighting transportation investments, events, economic development opportunities, and grant funding for communities and partners in the Merrimack Valley. We hope

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** Working with our MPO, MVPC has developed performance measures to evaluate several measures including: the quality of our outreach and participation, schools participating in Safe Routes to Schools programs, communities that Complete Streets policies adopted, and residents with access to trails. The Merrimack Valley Regional Housing Plan and update Comprehensive Economic Development Strategy will have established performance measures associated with the recommendations in the final plans.

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:**

Starting in March 2017, MVPC working on a first-of-its kind project to develop a Regional Housing Plan for the Merrimack Valley. This plan will provide strategies for developing housing that meets the needs of existing and future residents. While there are other regional housing plans throughout the state, this is the first time a regional planning agency has engaged in a planning effort that will provide certifiable housing production plans for each community in the region. A housing production plan (HPP) is defined as “a community's proactive strategy for planning and developing affordable housing.” The HPP outlines a strategy to enable the community to meet its affordable housing needs in a manner consistent with the Chapter 40B statute and regulations. The plan will outline a strategy to help the individual communities achieve and maintain 10% affordable housing, as well as how to meet the needs of all residents. Only 2 of the 15 communities in the Merrimack Valley region have HPPs, so this project will help fulfill a need to have a solid plan in place, as well as develop a regional strategy for housing.

A major component of this project is stakeholder engagement. MVPC will work with local officials, planning boards, housing trusts, and municipal staff, non-profit organizations, housing organizations, institutions and other partners to develop a plan that is realistic, relevant, and implementable. One key partner for this project will be Salem State University’s Center for Economic Development and Sustainability. Faculty and students at Salem State will be assisting in data collection and analysis, to provide a solid foundation for identifying housing needs and themes in the Merrimack Valley.

In addition to in-person stakeholder engagement, MVPC is working with [coUrbanize](https://courbanize.com/) to virtually engage residents and partners through an on-line platform. Using mapping, polling, and visual preference, MVPC will reach out across the region to determine housing needs, goals and strategies for the present and the future. We will also be developing a tailored website specific to this project, which will be seamlessly be connected to MVPC’s main website. We look forward to updating everyone on this project and hope to have the pieces in place in mid-April.

METROPOLITAN AREA PLANNING COUNCIL (MAPC)

**BOSTON, MA**

**NAME OF PROGRAM IF ANY:** MetroFuture, Making a Greater Boston Region (MAPC’s Regional Plan)

**POPULATION AND NUMBER OF COUNTIES COVERED**: MAPC covers 101 cities and towns in the Greater Boston metropolitan area. In 2017, the total area population was approximately 4.3 million and is projected to grow to about 4.8 million by 2030.

**YEAR THE PROGRAM STARTED**: MAPC, on behalf of the Metro Boston Consortium for Sustainable Communities, received a $4 million Sustainability Grant from HUD in 2010 and has continued this work through foundation grants, an increase in our local assessment, and through state and local contracts since 2014.

**PLANNING ONLY, OR PLANNING AND IMPLEMENTATION:** Our work involves both planning and implementation.We adopted MetroFuture, a regional vision and plan consistent with the federal partnership’s six Livability Principles, in 2008. MetroFuture is MAPC's 30-year plan to create a sustainable, equitable, and economically competitive Boston Region. Implementation of MetroFuture is being achieved through local planning efforts, state and regional policy work, development of tools and data, and capacity building for local residents and leaders. We are planning to update MetroFuture, beginning in 2018.

**BASIC SOURCE OF FUNDS:** MAPC receives funding from a variety of sources. We receive an annual allocation from the state budget to fund the District Local Technical Assistance (DLTA) program. This funding is allocated by formula to the 13 regional planning agencies in the state. MAPC uses this money to provide technical assistance to its constituent cities and towns for planning projects that implement both local plans and MetroFuture. DLTA funding helps promote regional collaboration, economic development, better land use and zoning, and environmental protection across the Commonwealth. This is sometimes augmented by local funds or state grant programs for particular types of planning efforts. Additionally, MAPC receives annual assessments from each of the 101 member cities and towns. We have created a technical assistance fund, called Planning for MetroFuture Implementation with these resources. Finally, MAPC receives substantial support from foundations such as the Barr Foundation. We have combined some of these technical assistance funds into our Technical Assistance Program (TAP). We solicit project proposals from our member communities two times a year and then determine the appropriate funding source(s) for each project selected.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: The HUD Sustainability Grant was $4 million and that program ran from 2010 to 2014. Foundation funding, competitive grants, and local contracts vary from year to year, but has to filled the void after the conclusion the HUD grant program. We allocated about $1.5 million annually through the TAP program. These funding sources have been used to fund dozens of local planning projects annually as well as supporting MAPC’s research and policy efforts related to MetroFuture.

**PROGRAM POINT OF CONTACT/WEBSITE:** Ralph Willmer, FAICP, Principal Planner ([rwillmer@mapc.org](mailto:rwillmer@mapc.org)); Eric Hove, Strategic Initiatives Director ([ehove@mapc.org](mailto:ehove@mapc.org))

<http://www.mapc.org/metrofuture>

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR A LIVABLE COMMUNITIES FRAMEWORK TO INVOLVE YOUR POLICY BOARDS AND/OR COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** MAPC’s livable communities work is directly linked to the goals, objectives and implementation strategies espoused in MetroFuture. Any policy positions taken by the MAPC Executive Committee are vetted by its Legislative Committee and staff and must be consistent with MetroFuture. We also adopted a strategic plan in 2014 with four priorities: advancing equity; expanding our climate mitigation and adaption work; growing regional collaboration; and focusing on smart growth, specifically TOD, housing, and innovative mobility. MAPC has a Communications Department that is charged with communicating the agency’s work and value to the public and the Community Engagement Department works to ensure broad-based citizen participation on local planning projects. Additionally, when MetroFuture was prepared, MAPC engaged thousands of residents in the process and a similar effort will be undertaken as the agency prepares to update MetroFuture.

**LIVABLE COMMUNITIES PRINCIPLES IN REGIONAL OUTCOMES AND PERFORMANCE MEASURES:**

We assess our work on a project by project basis, by plan types, and for overall progress towards MetroFuture. We conduct a semi-annual project inventory that reports on the strategic priorities, regional goals and objectives, and equity goals advanced by our work. We also have completed three indicator reports ([www.regionalindicators.org](http://www.regionalindicators.org)).

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** MAPC Data Services utilizes information, technology, and local knowledge to create relevant and effective data, maps, and decision support tools. Our customers include other MAPC departments, municipalities, state agencies, and nonprofit organizations. We advocate for the collection and dissemination of accurate data about the region and the Commonwealth. MAPC provides much of the demographic and housing data and projections used by state, regional and local government in Massachusetts.

MAPC partners with numerous organizations in its housing work. MAPC is a member of the MA Smart Growth Alliance which includes the Boston Society of Architects, Citizens Housing and Planning Association, Conservation Law Foundation, Environmental League of Massachusetts, Fair Housing Center of Greater Boston, and Massachusetts Association of Community Development Corporations. We also work closely with state housing agencies and through legislative proposals to produce more housing, at all income levels, and a variety of types of housing.

METROPOLITAN COUNCIL OF THE TWIN CITIES

**Minneapolis-St Paul, MN**

**NAME OF PROGRAM IF ANY:** Minnesota’s Metropolitan Livable Communities Act Programs

**POPULATION AND NUMBER OF COUNTIES COVERED**: The Twin Cities metropolitan area population is nearly 3 million, covers 7 counties and 182 communities, encompassing nearly 3,000 square miles.

**YEAR THE PROGRAM STARTED**: The Metropolitan Livable Communities Act was passed in 1995. The first grants under the programs were awarded in 1996.

**PLANNING ONLY, OR PLANNING AND IMPLEMENTATION:** The Livable Communities Act is a voluntary, incentive-based approach to address the metropolitan area’s affordable and lifecycle housing issues and to help communities grow and succeed. It is implementation funding for community and regional housing and community development goals and plans.

Only communities choosing to participate in the program are eligible to receive funding. In addition, in order to compete for funding, communities must:

* negotiate long-term affordable and lifecycle housing goals with the Council;
* adopt an LCA Housing Action Plan to identify and give direction to the city’s use of programs, official controls and fiscal devices to help accomplish these negotiated goals; and
* make at least the minimum annual contribution or expenditure on affordable housing activities required by a formula provided in the law. The formula is based on each community’s share of the tax levy supporting the Livable Communities Demonstration Account and determines an Affordable and Lifecycle Housing Opportunities Amount (ALHOA)specific to each community.

Currently, 95 of the 182 metropolitan area communities are participating in the program. Communities usually partner with private or non-profit developers to build the projects.

The Act established the Metropolitan Livable Communities Fund, including three ongoing accounts from which eligible communities can apply for funding:

* The **Tax Base Revitalization Account (TBRA)** helps cities clean up contaminated urban land and buildings for subsequent redevelopment that could include commercial, industrial or housing opportunities. Restoring the tax base, developing more jobs near existing housing and services and adding affordable housing to the region are primary objectives of this account.
* The **Livable Communities Demonstration Account (LCDA)** awards grants to cities for development and redevelopment projects that achieve connected development patterns linking housing, jobs and services and maximizing the development potential of existing or planned infrastructure and regional facilities.
* The **Local Housing Incentives Account (LHIA)** helps preserve and expand lifecycle and affordable rental and ownership housing in the metropolitan area.

*TOD Grant categories*

In 2011, the Council adopted a second grant category for the TBRA and LCDA funding accounts.

In the “regular” grant categories, funding is available for projects located in any community participating in the LCA. In the “Transit Oriented Development (TOD)” grant category, funding is available for communities participating in the LCA for projects that are located within one-half mile of stations for light rail transit, bus rapid transit, commuter rail, or high-frequency express bus lines. Projects within one-quarter mile of high frequency local bus routes are also eligible.

*Other Recent Changes*

In 2015, the Council created a Pilot category within the TBRA account, targeted to pollution cleanup in Areas of Concentrated Poverty (ACP), without requiring an associated redevelopment project. The funding targeted sites that had potential for future jobs-related projects. In 2017, the Council decided to continue this category, added housing as a potential future use, expanded the eligible areas to within 100 feet of an ACP and labeled the category “Seeding Environmental Economic Development,” or TBRA-SEED. Also, cleanup of contaminated soil was impractical and potentially excessively costly without a defined future project, eligible activities are limited to site investigation and abatement of asbestos and lead-based paint in existing buildings.

In 2017, for housing projects, applicants’ willingness to accept Section 8 Housing Choice Vouchers will be a factor in the housing section of the application review process.

**BASIC SOURCE OF FUNDS:** All three accounts are funded via regional property taxes. The LCDA is funded by a regional property tax levy. The TBRA is funded through a transfer from the regions “Fiscal Disparities” property tax-sharing program and the LHIA is funded by transfers from the LCDA levy and the Council’s general fund.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: From 1996, through 2016, we have funded 971 projects, with a total award amount of over 347 million dollars.

**PROGRAM POINT OF CONTACT and/or WEBSITE: Paul Burns (651-602-1106)** [paul.burns@metc.state.mn.us](mailto:paul.burns@metc.state.mn.us);

https://metrocouncil.org/Communities/Services/Livable-Communities-Grants.aspx

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND/OR TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** By Statute, our Council is required to each year approve an “Annual Livable Communities Fund Distribution Plan,” which outlines the amount of funding available from each account, criteria for grant awards and timelines for grant applications. Also by law, the Council is required to update a plan for the region, the current version is labeled “Thrive MSP 2040.” The Metropolitan Livable Communities Act is an important tool to provide communities in the region to help implement Thrive, adhere to the statutory direction, and accomplish community housing and development and redevelopment goals.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOMES AND PERFORMANCE MEASURES:** The Metropolitan Council completes an annual report on its accomplishments. The Livable Communities programs have a chapter in that report, listing the outcomes in areas of affordable housing units, acres of contaminated land cleaned up, increases in property tax capacity, jobs, and a number of other metrics. The program is also required to submit an annual report on grants activities to the Minnesota Legislature.

**PARTNERSHIPS AND DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** Our agency partners with other, both governmental, non-profit, and for-profit affordable housing funders and developers. Our affordable housing funding is awarded in partnership with the state housing finance agency and other funders. We also collaborate with the association of communities in the region.

Paul Burns: paul.burns@metc.state.mn.us

**METROPOLTAN TRANSPORTATION COMMISSION**

**SAN FRANCISCO BAY AREA**

NAME OF PROGRAM IF ANY: Metropolitan Transportation Commission: One Bay Area Grant Program, Priority Development Area Planning and Technical Assistance Program, Climate Initiatives Program

POPULATION AND NUMBER OF COUNTIES SERVED: The Metropolitan Transportation Commission (MTC) is the Metropolitan Planning Organization serving the San Francisco Bay Area. Today more than 7.6 million people reside in the 9-County, 7000 sq. mile region.

PLANNING ONLY, OR PLANNING AND IMPLEMENTATION: MTC encompasses a broad range of programs related to planning, coordinating and financing the region’s transportation network and has been a pioneer in supporting a strong linkage between transportation and land use, initially through planning and then capital programs beginning in the 1990’s.

In 1998, the Commission established the Transportation for Livable Communities (TLC) program providing competitive funding to support infill housing in walkable, mixed-use neighborhoods served by transit. TLC funded streetscape, bike/pedestrian and infrastructure projects that supported a range of transportation choices and connectivity between transportation investments and infill development. In 2005, MTC adopted a region-wide Transit Oriented Development (TOD) policy complimenting the TLC Program. The TOD Policy set forth mode-related density standards pertaining to funding eligibility for new passenger rail extensions and expanded ferry service. Correspondingly, a Station Area Planning Program was established to fund the development of neighborhood-level specific plans to assist jurisdictions in planning for new housing and jobs near transit, as well as other TOD supportive policies, such as station access and circulation, parking and pedestrian-friendly design standards.

In 2007, MTC and its partner agency, the Association of Bay Area Governments (ABAG), developed the FOCUS Program, a regional blueprint plan to support focused growth in the Bay Area. The Plan encompassed over 100 Priority Development Areas (PDAs) and nearly 100 Priority Conservation Areas (PCAs). PDAs are infill (non-greenfield) neighborhoods nominated by local governments with existing or planned rail stations or ferry terminals and/or frequent bus service (minimum of 20 minute headways during peak hour commute) and a neighborhood-level plan (or a vision that will lead to such a plan) for mixed-use development with a significant housing component. Priority Development Areas are complimented by Priority Conservation Areas. Also locally nominated, PCAs encompass scenic and natural resource areas and agricultural lands that are the region’s conservation priorities for permanent protection. PCAs enhance the region’s legacy of open space protection and the existing greenbelt that, along with its major cities, defines the San Francisco Bay Area.

BASIC SOURCE OF FUNDS:

Most MTC Livability Programs use federal FHWA Surface Transportation Program Funds (STP/CMAQ).

**DOLLAR AMOUNT OF PROGRAMS TO DATE:**

Priority Development Area Planning Grants (since 2007): $24 million (additional $16 million to be programmed)

One Bay Area Grant funding to counties (since 2012): $706 million ($327m OBAG1 + $386m OBAG2)

Climate Initiative Program (since 2009): $125 million (additional $22 million to be programmed)

TLC capital funding (1998-2010): $118 million (program funding folded into OBAG in 2012)

**Total: $1.02 billion**

PROGRAM POINT OF CONTACT: Therese Trivedi, Senior Planner: [ttrivedi@mtc.ca.gov](mailto:ttrivedi@mtc.ca.gov)

WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:

Similarly to California’s other metropolitan regions, the passage of SB375 marked a major turning point in the evolution and breadth of programs supporting livability at MTC. Plan Bay Area, adopted by MTC and ABAG in 2013, is the region’s first Regional Transportation Plan (RTP) to incorporate a regional land use plan known as a Sustainable Communities Strategy (SCS). The long-range housing distribution is also consistent with housing allocations to local jurisdictions related to the shorter-term Regional Housing Needs Allocation (RHNA) that informs the update of local General Plans and zoning every 8 years.

Plan Bay Area achieved the greenhouse gas emissions reduction target required by state law through a more efficient land use pattern, key transportation investments and initiatives such as accelerated electric vehicle deployment. The Plan also identified locations to accommodate housing for the region’s growth over three decades as required by state law. However, challenges related to the Bay Area’s chronic housing shortage have accelerated in relation to the region’s employment boom in recent years resulting in an expanded focus on housing policy as part of the update of the Plan Bay Area, known as Plan Bay Area 2040, slated for adoption in July, 2017. The draft Plan Bay Area 2040 may be accessed online at [2040.planbayarea.org/](http://www.2040.planbayarea.org/).

REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOMES AND PERFORMANCE MEASURES

Performance assessment was a critical component of Plan Bay Area and has been strengthened and integrated throughout the development of Plan Bay Area 2040. After establishing performance targets, plan scenarios combining various land use patterns and transportation investments were quantitatively evaluated to determine how strongly they supported the adopted targets. In the latter stages of the process, the scenario target results highlighted where the Draft Preferred Scenario succeeded in meeting the targets and where it fell short, as well as what alternative approaches, investments or policies might be employed to strengthen Plan Bay Area 2040 and related implementation efforts.

One of the primary methods for prioritizing long-term regional investments for Plan Bay Area 2040 has been an evaluation of the largest, capacity-increasing projects that transportation agencies submitted during the Call for Projects. These projects were assessed individually to determine their support of the Plan’s performance targets and to determine their cost-effectiveness. This assessment went beyond the scenario-level analysis, which evaluated packages of projects tied to different land use strategies, and evaluated individual major investments in more detail than in the scenario analysis. Because the transportation plan is fiscally constrained, not all projects evaluated could ultimately be included. Conducting project performance assessment was critical to help determine which projects to prioritize.

PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES

To support implementation of Plan Bay Area, MTC has significantly restructured its approach to livability-related programs and how surface transportation funds are distributed. After significant input from cities, county transportation agencies and other stakeholders, MTC developed a more comprehensive and flexible approach for STP/CMAQ funding through the establishment of the One Bay Area Grant (OBAG) Program. The OBAG Program is structured to implement Plan Bay Area; provide flexibility on how money can be spent advancing regional objectives; reward jurisdictions that advance and support the production of housing in Priority Development Areas and open space preservation in Priority Conservation Areas.

The second round of OBAG funding (OBAG2) commencing in FY 2017-2018 will distribute $386M in funding to the region’s nine county congestion management agencies based upon a set of program requirements and conditions, which include investing 50-70% of the funds in PDAs and developing county PDA Investment and Growth Strategies to guide project prioritization within each county. To be eligible to receive funding, local jurisdictions must have a city council-adopted Complete Streets resolution and a current, state-certified General Plan Housing Element. The funding distribution formula for counties is based upon population (50%); affordable housing production (18%); overall housing production (12%); and plans for housing distribution (20%). This distribution formula supports the focused growth, transit-oriented distribution of Plan Bay Area and rewards cities advancing implementation of the Plan.

In addition to the county agency funding distribution formula, the new framework for OBAG2, along with other related investments, expands direct investments and incentives for affordable housing including:

* New Pilot Programs: Naturally-Occurring Affordable Housing (NOAH) fund, JumpStart program, and a challenge grant for housing incentives
* Requirements for complying with the California Surplus Land Act
* Project selection that rewards jurisdictions with the most effective anti-displacement policies
* The Public Lands for TOD study assessing the availability of publically owned, underutilized lands near transit for mixed-income and affordable housing

More info and housing data is here:

<http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>

In 2016, MTC produced a regional Housing Forum, and ABAG convened a Housing Subcommittee of the Regional Planning Committee. This work provides a foundation for the regional agencies’ launch of CASA, the Committee to House the Bay Area, in 2017. CASA’s purpose is to develop a regional consensus for game-changing solutions to address the region’s chronic housing shortage.

The Station Area Planning Grant program established in relation to MTC’s adoption of the TOD Policy in 2005 has evolved to become the PDA Planning Grant and Technical Assistance Program. Through this program MTC has awarded 51 PDA Planning grants to-date, which have led to increased zoning capacity for 70,000 housing units, 110,000 jobs and 26 million sq. ft. of commercial development. PDA Plans have been successfully used by the region’s largest cities as well as smaller communities to remove barriers to infill development by creating a predictable permitting process aligned with community objectives. Funding for this program was expanded as part of OBAG2.

To accelerate efforts to reduce greenhouse gas (GHG) emissions MTC has programmed $125 million in the Climate Initiative program over three grant cycles (2009-2016) for projects that reduce emissions, including electric vehicle infrastructure and incentives, Safe Routes to School and bike and car share programs. Through OBAG2, the Climate Program will focus on two additional transportation demand management strategies that provide travel assistance and policy support to residents and local governments, respectively, to reduce VMT and GHG emissions. Future investments will continue to target strategies with cost-effective methods for reducing greenhouse gas emissions.

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

**WASHINGTON, DC**

**NAME OF PROGRAM IF ANY**: Transportation/Land Use Connections (TLC) Program

The TLC program supports local jurisdictions as they work through the challenges in planning and designing vibrant communities, share success stories and proven tools, and promote regional policy goals. TLC has three integrated program components: TLC Technical Assistance, the federal Transportation Alternatives Set-Aside (TA Set Aside), and the Peer Exchange Network (TLC PeerX).

**POPULATION AND NUMBER OF COUNTIES COVERED:** In 2015, the total area population was 5.3 million and COG covers eight counties in the National Capital Region.

**YEAR THE PROGRAM STARTED:** 2007

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:** For the last ten years, TLC technical assistance has mainly supported focused, small scale planning projects covering a wide range of planning topics. In 2013, eligible technical assistance expanded to fund projects up to a level of 30% design. COG/TPB uses the TA Set Aside to support projects that promote regional priorities around multimodal transportation options and regional activity centers. The TLC PeerX program promotes past technical assistance and TA projects through educational and outreach events

**BASIC SOURCE OF FUNDS:** The TPB programs about $260,000 from the planning work program, and $160,000 in state technical assistance funds under agreement with Maryland. Annually, the program uses $420,000 in total covering 8-10 projects. The TA Set Aside is funded through the federal government. The TLC PeerX program is funded through general department administrative funds.

**DOLLAR AMOUNT OF PROGRAMS TO DATE:** Since 2007, TLC technical assistance has funded about $3.4 million across 100 projects in the National Capital Region. The TPB will likely continue to provide the same amount of financial support, $420,000 per year, to the program.

**PROGRAM POINT OF CONTACT and/or WEBSITE: John Swanson** (202-962-3295, [jswanson@mwcog.org](mailto:jswanson@mwcog.org)) www.mwcog.org/tlc

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** The Councils of Governments’ (COG) board, as well as the Transportation Planning Board (TPB), played important roles in developing regional planning documents to summarize regional policy goals around transportation, land use, and other planning areas related to livability. The TPB was also instrumental in the development of the TLC program as a way to work with local jurisdictions and support regional transportation and land use policies at the local level.

The TPB News, a weekly online publication, summarizes the activities of the board and provides short, informative articles on the TPB’s work around TLC and other regional policy goals. TLC PeerX also provides opportunities for planners across the region to share and discuss best practices and innovative ideas stemming from successful past projects and regional planning issues. TLC PeerX includes webinars, forums, site visits, and other means of connecting the region’s planners and promoting collaboration around regional policy issues.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** COG’s major planning document, *RegionForward*, includes several livability metrics and goals. The COG Board created the Region Forward Coalition to promote and measure the region’s progress in meeting these goals.

The TPB’s major planning document, the *Regional Transportation Priorities Plan*, includes several measures around livability. The TPB analyze local transportation projects and report back to the board on how each respond to the goals set in the priorities plan.

The TPB identified Equity Emphasis Areas, or parts of the region with higher than average concentrations of low income households and racial/ethnic minorities. The TPB will analyze how the region’s long range transportation will serve Equity Emphasis Areas, and identify policy solutions to integrate into its regular transportation planning activities.

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** COG collects and analyzes data on rental and owner-occupied housing rates and on housing costs for the region and individual jurisdictions. COG participates in a monthly regional housing working group, usually led by the head of an important local housing agency. COG further supports affordable housing throughout the region through two actions. COG collects and analyzes data on rental and owner-occupied housing rates and on housing costs for the region and individual jurisdictions. COG participates in a monthly regional housing working group, usually led by the head of an important local housing agency. COG further supports affordable housing throughout the region through two actions: a monitoring system that measures affordability regionwide, and a program to identify government and non-profit partners to implement affordable housing policies.

COG partnered with Urban Institute to produce the 2014 research study [*Housing Security in the Washington Region*](http://www.urban.org/sites/default/files/alfresco/publication-pdfs/413161-Housing-Security-in-the-Washington-Region.PDF)*.* Funded by the Community Foundation for the National Capital Region with support from the Morris and Gwendolyn Cafritz Foundation, the study quantifies critical gaps in affordable housing across a range of incomes.

Mid-America Regional Council

**Kansas City, MO**

**NAME OF LIVABLE COMMUNITIES PROGRAM IF ANY:** Planning Sustainable Places (PSP).

**POPULATION AND NUMBER OF COUNTIES COVERED**: The program serves eight counties, four in Missouri and four in Kansas. In 2016, the total population of the counties was 1,983,358.

**YEAR THE PROGRAM STARTED**: The Creating Sustainable Places program, funded by a Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant began in 2011 and addressed multiple aspects of sustainability including the development of six corridor plans in the region. A portion of the funds were used to develop a demonstration program called Planning Sustainable Places. The first Planning Sustainable Places projects were funded in 2013.

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:** The program supports planning activities up to but not including preliminary engineering.

**BASIC SOURCE OF FUNDS:** All of the funding rounds of the program have applied for and received Surface Transportation Program (STP) funds which require a minimum 20 percent local match, although there have been projects that exceeded the minimum level of local match. As mentioned earlier, the first round of funding included HUD funds. The local match funds have come from a variety of sources including Community Improvement Districts, partnerships between multiple agencies, transportation sales tax and Community Development Block Grant funding to name a few.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: A breakdown of funding for the three rounds of PSP follows:

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  | Kansas | | Missouri | | Total |
| Funding Year | Federal Funds | Local Match | Federal Funds | Local Match | Funding |
| 2013 | $ 400,000 | $ 250,000 | $ 425,000 | $ 315,200 | $2,140,200**\*** |
| 2015 | $ 500,000 | $ 287,027 | $ 500,000 | $ 199,973 | $1,487,000 |
| 2017 | $1,200,000 | $ 457,150 | $ 600,000 | $ 301,000 | $2,558,150 |
| 2019 | $ 355,000 | $ 150,000**^** | $ 600,000 | $ 150,000**^** | $1,255,000 |

**\***Total includes $750,000 from the Department of Housing and Urban Development

**^**Numbers represent a 20 percent local match minimum.

**PROGRAM POINT OF CONTACT and/or WEBSITE: Beth Dawson** (816.701.8325, [bdawson@marc.org](mailto:bdawson@marc.org))

<http://marc.org/Regional-Planning/Creating-Sustainable-Places>

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** Our agency incorporates Livable Communities Principles into the work of our three policy boards: Sustainable Places Policy Committee (land use), Total Transportation Policy Committee and the MARC Governing Board through its adopted policy on land use. We used components of these principles to refine the goals in the latest update of our long-range transportation plan, *Transportation Outlook 2040 (TO2040)*. A new goal for Equity was added to the plan’s original nine goals.

Transportation funding for the Surface Transportation, Transportation Alternatives and Congestion Mitigation Air Quality programs all have incorporated placemaking and environmental metrics within the scoring process. The scoring process for the Planning Sustainable Places program specifically examines placemaking, housing, environmental characteristics, equity, redevelopment, transit access, existing infrastructure, property owner/developer involvement and commitment to implementation.

The Academy for Sustainable Communities is a program at MARC that develops workshops and trainings supporting sustainability principles and concepts. Annually it conducts a call for nominations for Sustainable Success Stories where the winners are asked to present their success to the community. Winners have addressed complete green streets, urban agriculture and placemaking, to name a few.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** Metrics measuring the progress on each of the ten goals within *TO2040* help the region and policy boards to understand what is succeeding, what could use improvement and to track progress. Within our transportation work, we utilize a variety of metrics to address environment, placemaking and modes other than the automobile.

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** During 2016, MARC, in conjunction with the cities of Kansas City, Independence and Blue Springs in Missouri, and the city of Leavenworth, Kansas and the Unified Government of Wyandotte County/Kansas City, Kansas developed a regional housing plan — Affirmatively Furthering Fair Housing. The plan incorporates multiple data sources, including America Consumer Survey data, CoStar multifamily data and other sources to assess the existing state of affordable housing and to inform the formulation of the goals and strategies that will guide our work. The Equity Network, developed during the HUD Creating Sustainable Places project, assisted in outreach for the plan.

The First Suburbs coalition, a group of close-in suburbs that formed during post-World War II development, undertook an analysis of housing options for each of the communities to better understand the breakdown in housing types (i.e. single family, duplex, triplex, etc.), when they were built and the price points of their housing. Each community received a report of the breakdown along with geodemographic information detailing the dominant lifestyles within each community. The group has focused much of its recent work on cultivating Communities for All Ages where individuals can age in place.

NASHVILLE AREA MPO

**POPULATION AND NUMBER OF COUNTIES COVERED**: The Nashville Area MPO serves a population of over 1.7 million people across seven-counties in Middle Tennessee.

**YEAR THE PROGRAM STARTED**: 2010

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:** Since 2010, the MPO has aimed to increase investment in active transportation projects and direct them to places where they would make the greatest impact on health, social equity, and infrastructure usage. The MPO incorporates health, safety, and social equity considerations into its project selection process for transportation projects funded through the Regional Transportation Plan. In the last RTP, adopted in February 2016 (Middle Tennessee Connected), eighty of the available 100 points in project scoring under the long range transportation plan are in some way related to public health, safety, or social equity, prioritizing projects with the greatest public health benefits to the community.

**BASIC SOURCE OF FUNDS:** The MPO has dedicated 15% of their STP allocation to projects that support walking, bicycling and transit as part of their Active Transportation Program. Bicycling and walking projects are also funded through the MPO’s Regional Transportation Plan by various funding sources

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: Eighteen walking and/or bicycling projects have been funded so far through the Active Transportation Program, totaling more than $25 million in funding.

Additionally, the MPO’s long range plan, *Middle Tennessee Connected,* dedicates $206 million specifically to active transportation projects, $1 billion to roadway reconstruction that includes upgrades for people who walk, bike, or take transit, and an additional $1.2 billion to regional fixed-guideway transit.

**PROGRAM POINT OF CONTACT and/or WEBSITE:** Rochelle Carpenter, Senior Policy Analyst, 615-862-7171, carpenter@nashvillempo.org

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** The MPO worked with the Centers for Disease Control and Prevention (CDC) to communicate potential public health benefits of active transportation projects to residents in the region by using a modeling tool, the Integrated Transportation and Health Impact Modeling Tool (ITHIM). Running several scenarios, the MPO was able to demonstrate that increases in active transportation rates could result in decreased rates of 12 chronic diseases and respiratory conditions.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** The MPO used data to prioritize active transportation projects in two ways.

First, the MPO analyzed data on health status and behaviors related to transportation, physical activity, and nutrition. Using this data, the MPO established “Health Priority Areas”. Active transportation projects in these areas were given a greater number of points in the scoring and evaluation of projects during the long range plan update.

Second, in 2014, the MPO updated their Bicycle and Pedestrian Study and created a Non-Motorized Demand and Physical Activity Assessment which allowed the MPO to identify geographic places in the region where more bicycling and walking trips would likely take place. The MPO awarded more points to walking and bicycling projects evaluated for the RTP in these areas, resulting in greater benefits for small expenditures.

For more, see Transportation for America’s case study on the health and social equity initiatives at the Nashville Area MPO.

New York Metropolitan Transportation Council

**NAME OF LIVABLE COMMUNITIES PROGRAM IF ANY:** No one identification, but related efforts have been branded at various times as the Land Use-Transportation Connection, the Land-Tran Program, the shared regional vision, sustainable development studies, community planning workshops, and the New York-Connecticut Sustainable Communities Initiative.

**POPULATION AND NUMBER OF COUNTIES COVERED**: In 2015, our planning area population was 12.7 million. The planning area includes the five boroughs of New York City and five suburban counties.

**YEAR THE PROGRAM STARTED**: late 1990s with the adoption of a Land Use-Transportation Connection goal in the Regional Transportation Plan.

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:** Since our approach has had several components, some have been planning-related, while others have included implementation.

**BASIC SOURCE OF FUNDS:** FHWA PL and FTA MPP funds have been the primary funding source through NYMTC’s Unified Planning Work Program. Funding was also received through the first round of HUD’s Sustainable Communities Initiative in 2010.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: This has varied by activity. The HUD SCI grant was in the amount of $3 million shared among a consortium of MPOs/COGs and municipalities. Sustainable Development Studies have ranged from $750,000 to $1.2 million, depending on the scope. TOD projects and community planning workshops have had a range of costs. Funding for transportation improvements – both capital and services – has often resulted from the planning work.

**PROGRAM POINT OF CONTACT and/or WEBSITE:** Gerry Bogacz 212.383.7260 [gerry.bogacz@dot.ny.gov](mailto:gerry.bogacz@dot.ny.gov)); [www.NYMTC.org](http://www.NYMTC.org)

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** The policy boardsets the parameters of the land use designations in the Regional Transportation Plan and defines planning activities and locations. The policy board also programs related funding for transportation improvements. Board members are directly involved in relevant activities on steering and technical committees. Local municipal and planning officials are also engaged in this manner. Each of the planning activities are by nature public endeavors with ambitious programs of community involvement.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** We do not specifically measure accessibility in our Regional Transportation Plan, although it does contain a Title VI/Environmental Justice Assessment of our planning process. Additionally, the HUD SCI included a Fair Housing and Equity Assessment for the area under study.

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** As a transportation-specific MPO, we do not address regional housing issues as part of our normal course of business, apart from the socio-economic and demographic forecasts that are produced as an input for our travel demand modelling. As indicated above, the HUD SCI included a Fair Housing and Equity Assessment for the area under study.

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Dallas-Ft Worth, tx**

**NAME OF PROGRAM IF ANY:** North Central Texas Council of Governments: Sustainable Development Funding Program

**POPULATION AND NUMBER OF COUNTIES COVERED**: Approximately 7M; 12 counties

**YEAR THE PROGRAM STARTED**: 2001

**PLANNING ONLY, OR PLANNING AND IMPLEMENTATION:** Planning & Implementation Grants + a Landbanking Revolver Loan Program + New Turnback/CSD program

**BASIC SOURCE OF FUNDS:** Federal STP-MM and CMAQ funds. Regional Transportation Council (RTC) local funds and Regional Toll Revenue (RTR) funds. RTC local and RTR funds are “swapped” with local governments/transit agencies. We receive their local dollars and provide them federal funds typically for on-system projects and then redistribute those local funds through various competitive programs.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: Since 2001, we have funded 81 projects and expended approximately $145 million dollars. The 4th phase has been announced. We are aiming to “fund the plan, Mobility2045” with a set of priority criteria. COG will put in $100M and we have asked TxDOT to match with an additional $100M for the program. We are adopting an if you build it they will come program, additional funds if agencies will cost share and provide a repayment through a TIF or some other mechanism.

Have also awarded approximately $32M in TAP and CMAQ, with another $33M coming up in TA-Set aside and CMAQ funds for livability type projects developing bicycle and pedestrian infrastructure.

**Ways livable communities is used to involve policy boards and/or communicate its work and value to the public**: Our regional policy board, the Regional Transportation Council (RTC), supported the creation of the Sustainable Development Funding Program in 2001 to support non-traditional, compact developments that can encourage efficient and affordable active modes of transportation to meet the region’s future mobility needs.  The program stems from RTC’s Sustainable Development Policy that seeks to promote mixed use, infill, and transit-oriented development that help to utilize existing system capacity, improve rail mobility, and improve access management.  In 2015, NCTCOG published a report highlighting project implementation and the benefits of the Sustainable Development Funding Program. The report was distributed to RTC members in order to communicate the value and work of the program.

**Livable communities’ principles in regional outcomes and performances measures:**

Livable communities’ principles are reflected within the Sustainable Development Funding Program’s goals and performance measures.  The program has goals to encourage livable communities which support sustainability and economic vitality, preserving and enhancing the natural environment, promote active lifestyles, and improve the availability of transportation options for people.  Other goals include maximizing limited resources by prioritizing sustainable land uses within existing communities and urban cores. Performance measures within Mobility 2040, the region’s transportation plan, support the growth of transportation choices and economic competitiveness through the increase of the number of mixed-use developments and percentage of non-auto oriented developments near the existing passenger rail system.

**Partnerships and/or data your agency engages in to address regional housing issues:**

* Hosted Transit-Oriented Development (TOD) Working Group meetings on Community Development Financial Institutions (CDFI’s) and Affordable Housing funds for TOD. Enterprise Community Partners and Morgan Stanley presented. TOD Working Group consist of cities with existing transit stations and numerous cities with future stations on the long range transportation plan (Mobility 2040).
* Sustainable Development Policy SD3-003 in Long Range Transportation Plan (Mobility 2040): *Plan for land use-transportation connections including a variety of land uses from natural areas to the urban core connected by multimodal transportation options through strategies such as smart zoning codes, green infrastructure,* ***affordable housing****, preservation of agricultural land, healthy communities, economic development tools, and innovative financing, etc.*
* Center for Development Excellence established by NCTCOG highlights projects in North Texas and provides best practice guidance to support development of ***sustainable housing*** through local public policy examples. The Center for Development Excellence also host the Celebrating Leadership in Development Excellence (CLIDE) every two years to recognize the best projects.
* Since 2005 through our Sustainable Development Call for Projects over 6,000 new multi-family units have been built associated with our funded infrastructure projects in 20 different municipalities.
* NCTCOG is developing a white paper addressing the effects of large regional transportation projects (rail, deck parks, outer loops, interchanges, etc) on neighborhoods and gentrification and exploring tools to mitigate effects.
* NCTCOG is supporting HB 2480 which seeks to address the negative effects of gentrification through several mechanisms, specifically by providing property tax relief, proportional infrastructure spending and relocation assistance to longtime residents in neighborhoods within and adjacent to TIFs in low-income areas

Karla Weaver, AICP

Program Manager

NCTCOG

kweaver@nctcog.org

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

**NEWARK, NJ**

**NAME OF LIVABLE COMMUNITIES PROGRAM IF ANY:** Planning for Emerging Centers/Livable Communities Planning

**POPULATION AND NUMBER OF COUNTIES COVERED**: The North Jersey Transportation Planning Authority (NJTPA) region has a population of approximately 6.7 million people living in 13 counties with 384 municipalities.

**YEAR THE PROGRAM STARTED**: 2013

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:**

The Planning for Emerging Centers program provides technical assistance in support of efforts by municipalities to create more sustainable, transit-supportive and walkable communities, as well as comprehensive approaches to strategic planning at the local level. Through this program, the NJTPA provides consultant and staff support to municipalities to conduct various planning studies, including integrating transportation into land use plans, transit area plans, multimodal (e.g. vehicular, bus, bike, pedestrian) circulation elements of master plans, climate change and sustainability plans and others. A solicitation for funding proposals under the program is conducted periodically.

Four planning studies are currently underway or to begin shortly, in the Town of Boonton, Freehold Borough, Green Brook Township and the City of Hoboken. Studies have been completed in Morristown and Bound Brook. The program began in order to continue the type of work initiated under a federal Transportation, Community, and System Preservation (TCSP) grant that conducted planning work for Hackensack and a multi-municipality corridor in Union County. Funds for implementation are not available through this program. However, potential projects emerging from these planning efforts may receive priority for available future funding.

The Planning for Emerging Centers program is part of the NJTPA’s broader Livable Communities Planning task, which also supports implementation of the strategies of the Regional Plan for Sustainable Development created by Together North Jersey, an unprecedented consortium of public, private and nonprofit organizations working together to plan for a sustainable future for the region. The NJTPA and Rutgers University’s Voorhees Transportation Center lead this effort in cooperation with NJ TRANSIT and many others. The Together North Jersey plan, which focuses on making a more competitive, efficient, livable and resilient region, was funded by a HUD Sustainable Communities grant. The grant ended in 2015, but Together North Jersey lives on through the work of the NJTPA, Rutgers and their many partners. Much of the work done to implement the Together North Jersey Plan focuses on transit-oriented and transit-supportive development.

The Livable Communities Planning task also includes implementation of a Comprehensive Economic Development Strategy (CEDS) created as part of the Together North Jersey effort; support for regional greenways planning, including the Morris Canal Greenway; walkable communities programs; and other related tasks.

**BASIC SOURCE OF FUNDS:** The NJTPA funds the Planning for Emerging Centers program and other work under the Livable Communities Planning task with federal PL dollars.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: Over $1 million in federal, state, local and non-profit funds have been dedicated to the Planning for Emerging Centers program since the program’s inception.

**PROGRAM POINT OF CONTACT and/or WEBSITE:** Jeff Perlman (973-639-8445, [jperlman@njtpa.org](mailto:jperlman@njtpa.org)) [www.njtpa.org/regional-studies/emerging-centers](http://www.njtpa.org/regional-studies/emerging-centers).

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:**

The NJTPA Board of Trustees sets the direction for the agency’s planning work through its involvement in development of the MPO’s key planning products, particularly the long-range Regional Transportation Plan. The Board (and in particular its Planning & Economic Development subcommittee) participate in meetings, workshops, etc. that are key to developing planning goals, investment principles and the Regional Capital Investment Strategy. All these efforts capture livable community principles in the planning process. In addition, Board members frequently serve as champions/spokespeople for various planning efforts that promote livability themes, including the Planning for Emerging Centers program and public outreach efforts for the long-range plan and other agency efforts.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** The Planning for Emerging Centers Program is part of the NJTPA’s overall effort to implement the Livability Principles espoused in the Regional Plan for Sustainable Development. Municipal projects selected under this program must meet the following goals: contribute to the growth of the regional economy; create and improve vibrant downtowns and resilient neighborhoods with high-quality housing options affordable to a range of incomes; increase access to opportunity by connecting where people live with where they work; and ensure broad participation in the planning effort including traditionally underrepresented populations.

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:**

While the NJTPA does not formally address regional housing issues in its planning, the Together North Jersey planning effort described above did include a development of an in-depth analysis of regional housing issues, the Regional Fair Housing & Equity Assessment. However, it is important to note that the NJTPA has no authority over housing/development/land use decisions in New Jersey, which is a strong home rule state. The NJTPA and Together North Jersey encourage communities to consider a range of housing options in their transit-oriented development work but ultimately these decisions are made at the municipal level while addressing New Jersey’s somewhat complicated legal and policy landscape related to affordable housing.

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

**Cleveland, OH**

**NAME OF PROGRAM IF ANY:** Transportation for Livable Communities Initiative (TLCI)

**POPULATION AND NUMBER OF COUNTIES COVERED**: In 2014, the total area population was 2 million and we covered five counties.

**YEAR THE PROGRAM STARTED**: 2005 to present

**PLANNING ONLY, OR PLANNING AND IMPLEMENTATION:** For the first 6 years of the program, we funded a planning grant only. Starting in 2015 we added an implementation grant to the program. Over the last 12 years our planning program awarded an average of 12 grants per year, funded around $75,000 per grant. The TLCI Implementation Grant, created in 2015, has programmed over $1.6 million in livability projects, with projects beginning construction in summer 2017. The implementation grant funds small to medium scale projects; projects are delivered through the Ohio Department of Transportation Local-Let program. Our planning and implementation grants are intended to improve transportation options in our region’s communities, through land use and transportation planning and infrastructure projects that enhance the multi-modal system.

**BASIC SOURCE OF FUNDS:** The TLCI program uses federal Surface Transportation Program set aside funds. The total budget for TLCI is $2 million annually, with planning grants funded up to $500,000 and the remaining budget allocated toward implementation projects. The program budget was doubled in 2016 to help meet demand for livability planning and implementation projects. NOACA will fund both planning and livability projects up to 100% federal share using Ohio Turnpike toll revenue credits, but we encourage partners to locally match TLCI grants.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: Over the last 12 years, we have awarded $8.3 million in TLCI funds. Including local investment, there has been $11.9 spent on the program. In a 2013 program evaluation, we found over $175 million in transportation projects and close to $500 in development related to the TLCI planning grant.

**PROGRAM POINT OF CONTACT/WEBSITE:** Ryan Noles, Senior Transportation Planner: [rnoles@mpo.noacca.org](mailto:rnoles@mpo.noacca.org), (216) 241-2414 ext. 273

**Ways NOACA Uses Livable Communities Principles/Framework to Involve Policy Boards and/or Communicate Work and Value to the Public:** in 2012-13, NOACA led Vibrant NEO 2040, a 12-county planning effort funded by the Partnership for Sustainable Communities. The plan was awarded APA’s Daniel Burnham award in 2015, and has raised awareness among elected officials and policymakers in regard to the benefits of planning and building livable communities. In particular, the TLCI program (the objectives of which closely align with the livability principles) grew in scope and budget after completion of Vibrant NEO 2040, with a greater emphasis on making livability improvements to the existing transportation system. TLCI is also a highly visible program across the region, with funded projects often being highlighted in news articles and segments.

**Livable Communities Principles in Regional Outcomes and Performances Measures**:

Through the Vibrant NEO 2040 Framework and TLCI, NOACA has worked to advance the livability principles in awareness, planning, and project implementation. We are currently working on performance measures for our Long Range Transportation Plan, which will be oriented toward building livable communities.

**Partnerships and/or Data NOACA Engages in to Address Regional Housing Issues:** As an MPO, NOACA doesn’t work directly on housing issues. We do assist local agencies, like planning commissions, economic development agencies, not for profits, etc. with transportation planning data and comprehensive planning support.

Northwestern Indiana Regional Planning Commission

**PORTAGE, IN**

**NAME OF PROGRAM:** Creating Livable Communities (CLC) Program

**POPULATION AND NUMBER OF COUNTIES COVERED**: In 2015, the total area population was **769,294** over three counties.

**YEAR THE PROGRAM STARTED**: 2014

**PLANNING ONLY, OR PLANNING AND IMPLEMENTATION:** theCLC funding program administered by NIRPC supports and funds planning and transportation related projects within identified transit areas and Livable Centers in 40 communities across northwest Indiana, many of which are in the Chicago Metropolitan Statistical Area. This funding provides a critical incentive for local governments to focus new development in existing community centers and for planning livable centers in more suburban communities that do not have a clearly identifiable existing center. In future iterations of the program, NIRPC hopes to expand the eligible activities to include construction. NIRPC is in the process of identifying additional funding to speed and fund implementation.

**BASIC SOURCE OF FUNDS:** the CLCfunding program was constructed by allocating a portion of NIRPC’s federal Surface Transportation Program formula funding (STP) in the amount of $400,000 in addition to a 20 % local match.

**PROGRAM** **CONTACT & MORE INFORMATION**:

Eman Ibrahim, Planning Manager: [eibrahim@nirpc.org](mailto:eibrahim@nirpc.org)

Ty Warner AICP, Executive Director: [twarner@nirpc.org](mailto:twarner@nirpc.org)

<http://www.nirpc.org/2040-plan/growth-conservation/land-use/land-use-programs/creating-livable-communities-clc/>

**Application of livable communities principles/framework**:

NIRPC makes constant reference to livability principles in its deliberations and analyses. Transportation infrastructure improvements are framed in relation to their effect on communities. NIRPC has adopted a Complete Streets Policy that is applied to selection criteria and project ranking.

**Livable communities principles in regional outcomes and performances measures:**

Under development. NIRPC has a commitment through its stated planning goals to re-invest in urban centers and its livable places. The state of Indiana has endorsed expansion of commuter rail opportunities to Chicago in our region, including new legislation for Transit Development Districts to help fund TOD development around new and existing commuter rail stations.

**Partnerships and/or data your agency engages in to address regional housing issues:** partners with a wide variation of organizations, especially community foundations, that provide more direct housing engagement than we are able to provide as an agency. NIRPC communicates regularly with these partner agencies in order to sync planning of livable centers with other grantmaking initiatives provided by foundations and others that have more direct housing impact. The Northwest Indiana Regional Development Authority, for example, is taking the lead on more direct TOD development incentives and guidelines on the local level, which is supported by NIRPC's adopted plan goals.

Oregon Metro

**Portland, OR**

**NAME OF LIVABLE COMMUNITIES PROGRAM:** Metro has several programs focused on supporting implementation of the region’s 2040 Growth Concept, a long-range plan adopted in 1995 that includes policies to encourage safe and stable neighborhoods, compact development, a healthy economy, protection of natural resources, a balanced transportation system, and housing for people of all incomes. Key regional livability programs include:

* Transit Oriented Development (TOD) Program
* 2040 Planning & Development Grant Program
* Regional Snapshots
* Equitable Housing Initiative
* Investment Areas (center/corridor planning), including the SW Corridor Equitable Development Strategy project

**POPULATION AND NUMBER OF COUNTIES COVERED:** Metro serves more than 1.5 million people in three counties. The agency’s boundary encompasses Portland, Oregon, and 23 other cities.

**YEAR THE PROGRAM STARTED:** The region’s 2040 Growth Concept was adopted in 1995. The TOD Program was created in 2000, the 2040 Planning & Development Grant program was launched in 2006, and the Regional Snapshots program was launched in 2016. Current special initiatives and projects include the Equitable Housing Initiative (2015-present) and the SW Corridor Equitable Development Strategy (2017).

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:** The majority of Metro’s programs support planning-related activities, with the exception of the TOD program, which provides financial incentives for development and conducts some land acquisition. Key programs include:

* 2040 Planning and Development Grants: Since 2006, Metro has invested over $19 million from a regional construction excise tax (CET) to provide planning grants to help cities and counties develop strategies to achieve desired development outcomes in existing urban centers and corridors, and to prepare for new housing and jobs in urban expansion areas. This program is a key way that Metro interfaces with local governing bodies to support implementation of the regional 2040 vision.
* Transit Oriented Development (TOD) Program: Metro’s Transit Oriented Development (TOD) provides financial incentives to support higher density construction and affordable housing projects near light rail stations and along high frequency bus routes. It also conducts some land acquisition in strategic station area locations, for development through an RFP process. With an annual budget of $3 million derived from federal Regional Flexible Funds, typical TOD investments range from $200,000 to $500,000 per project. Since 2000, the TOD program has supported the construction of 3,618 completed residential units, of which 729 have been regulated affordable units.

**BASIC SOURCE OF FUNDS:** Funding for Metro’s Transit Oriented Development (TOD) Program is derived from federal Regional Flexible Funds. The 2040 Planning & Development Grant program is funded by a regional construction excise tax assessed at .12% of the value of construction permits issued by local cities and counties in the Metro region

**DOLLAR AMOUNT OF PROGRAMS TO DATE:** See above.

* TOD Program: $28 million (since 2000) in approved investments.
* 2040 Planning & Development Grants: $19 million (since 2006), with an additional $2 million proposed for 2017; grants require 10% local match.

**PROGRAM POINT OF CONTACT and/or WEBSITE:**

Primary Contact:

Megan Gibb, Land Use and Urban Development Manager

503-797-1753

[megan.gibb@oregonmetro.gov](mailto:megan.gibb@oregonmetro.gov)

Additional Contacts and Program Websites:

Transit Oriented Development (TOD) Program

http://www.oregonmetro.gov/tools-partners/grants-and-resources/transit-oriented-development-program

Contact: Megan Gibb (see above)

2040 Planning & Development Grant Program

http://www.oregonmetro.gov/tools-partners/grants-and-resources/community-planning-and-development-grants

Contact: Lisa Miles

503-797-1877

[lisa.miles@oregonmetro.gov](mailto:lisa.miles@oregonmetro.gov)

Investment Areas (center/corridor planning)

Contact: Malu Wilkinson, Investment Areas Manager

503-797-1680

[malu.wilkinson@oregonmetro.gov](mailto:malu.wilkinson@oregonmetro.gov)

Projects:

* SW Corridor Plan:

http://www.oregonmetro.gov/public-projects/southwest-corridor-plan

* Powell-Division Transit and Development Project:

http://www.oregonmetro.gov/public-projects/powell-division-transit-and-development-project

Equitable Housing Initiative

http://www.oregonmetro.gov/tools-partners/guides-and-tools/guide-equitable-housing

Contact: Emily Lieb

503-797-1921

[emily.lieb@oregonmetro.gov](mailto:emily.lieb@oregonmetro.gov)

**WAYS METRO USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** Metro’s Regional Snapshots program highlights stories about how our region is changing through data, expert commentary, personal profiles, and speaker events. Snapshot reports focus on issues related to urban growth, housing, jobs/economy, and transportation.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** Metro is working to expand data and performance metrics to inform decision-making across all programs. Since 2010, Metro has guided regular updates to our Regional Transportation Plan (RTP) with a series of performance measures, many of which go well beyond MPO requirements and into the realm of ambitious livable communities implementation, such as equity. These performance measures help decision makers evaluate whether the combination of future transportation investments and policies is moving the region toward six desired outcomes adopted by the Metro Council which include creating vibrant communities, sustaining economic competitiveness, providing safe and reliable transportation choices, ensuring clean air and water, providing leadership on climate change and ensuring that the burdens and benefits of growth are shared equitably across our region.

In 2014, Metro adopted the Climate Smart Strategy, a comprehensive framework for reducing greenhouse gas (GHG) emissions to meet State of Oregon targets for the greater Metro region. Like the RTP, the Climate Smart Strategy is an outcomes-based plan that is guided by a series of performance measures that will be monitored over time as we approach our GHG target. The Climate Smart project also brought public health into the suite of performance measures used by decision makers to evaluate our future investments and policies.

In 2016, Metro Council adopted a Strategic Plan to Advance Equity, Diversity and Inclusion in 2016. Metro convened community-based organizations to prepare an Equity Baseline Report, which showed where the region was starting from as it works to improve outcomes for all residents, particularly people of color. The report looks at indicators related to housing, transportation, economic prosperity, culture, food, health, education, and meaningful social engagement, among other key measures.

In 2016, Metro applied for and received a grant from the Federal Transit Authority (FTA) to create an equitable economic development and housing strategy for the Southwest Corridor, where the region’s next MAX line could connect Portland State University to Bridgeport Village as soon as 2025. As part of this project, Metro will be developing a Regional Quality of Life (RQL) Index to describe existing conditions and inform target scenarios for equitable station area development and inclusive growth in the corridor. We intend to use this analysis to support a more data-driven approach to equitable development across the region.

**PARTNERSHIPS AND/OR DATA METRO ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** Through its Equitable Housing Initiative, Metro’s Planning and Development team is engaging partners and stakeholders to build a shared understanding among elected officials, jurisdictional staff, developers, funds, and other stakeholders regarding best practices, needs and opportunities for collaboration; to develop and provide technical assistance to support local implementation of best practices; and to identify and pursue opportunities for partnerships to support capacity building, policy and resource development for equitable housing.

Key accomplishments include:

* In 2015, Metro completed an opportunity analysis that culminated in a report and collaborative framework for supporting regional housing affordability.
* In January 2016, metro hosted a regional leadership summit focused on building a shared understanding of challenges and opportunities.
* In 2016, Metro Council allocated funding from the 2040 Community Planning and Development Grant program to support a special round of local planning grants focused on equitable housing.
* Metro participates in state housing policy development through the Oregon Housing Alliance. Metro also coordinates with the Welcome Home Coalition, a regional advocacy network focused on increasing resources for affordable housing development and preservation.
* In 2016, Metro launched an Equitable Housing Lunch-and-Learn series to highlight local best practices related to equitable housing development and preservation.
* In 2017, Metro will lead a statewide Build Small Coalition focused on supporting research, policy innovation, outreach and new partnerships to promote creation of and access to smaller housing (e.g., cottage clusters, accessory dwelling units, corner duplexes, etc.) as a key strategy for advancing equitable housing, community livability, and environmental and economic goals.

In addition to the ongoing Equitable Housing efforts, Metro was recently awarded an $895,000 FTA grant to support the SW Corridor Equitable Development Strategy, of which equitable housing is a key component. The goal of the grant work is to work with local jurisdictions, institutions, and stakeholders develop a strategy that addresses current and future residents’ housing, employment, and educational needs in conjunction with planning for a new high capacity transit line.

Metro’s Research Center leads the following data efforts related to housing:

Since 2007, Metro has worked with cities, counties, HUD, and local public housing authorities to develop a comprehensive inventory of subsidized affordable housing in the region. In 2015, Metro developed a residential rental market database using data purchased from Axiometrics and Rainmaker. This data will be used to help track private rental cost data to inform Equitable Housing programs and policy discussions.

In addition, Metro manages single- and multi-family housing inventories, which support transportation modeling and demographic analysis. Metro also tracks data related to building permits, single-family sales, zoning, and vacant land, all of which help to inform land use forecasting and analysis as part of regional growth management efforts.

Pioneer Valley Planning Commission (PVPC)

**Springfield, Massachusetts**

**NAME OF PVPC’S LIVABLE COMMUNITIES PROGRAM: OUR NEXT FUTURE:** An Action Plan for Building a Smart, Sustainable and Resilient Pioneer Valley

**POPULATION AND NUMBER OF COMMUNITIES COVERED:** The PVPC’s planning district encompasses 43 cities and towns comprising two counties (i.e. Hampden and Hampshire) in Midwestern Massachusetts. The planning district is approximately 1200 square miles in land area with a total area population of 627,000.

**YEAR THE PROGRAM STARTED:** 2010

**PROGRAM FOCUS:** The PVPC’s livable communities program encompasses planning, implementation and monitoring components all of which are under pinned by ongoing civic engagement efforts. Between 2010 and 2014, the principal focus was on the development of eight essential plans of regional scope required to build and foster an ongoing sustainability program for the Pioneer Valley and its people. These eight critical plans were successfully completed and adopted by the region in 2014 and included the following:

* Climate Action and Clean Energy Plan
* Food Security Plan
* Regional Housing Plan
* Regional Environment Plan
* Regional Green Infrastructure Plan
* Sustainable Transportation Plan
* Regional Brownfields Plan
* Valley Vision 4: Land Use Plan

Beginning in 2014, the principal program focus purposely shifted to plan implementation efforts which the PVPC has and continues to pursue working at the local, regional, state and interstate levels in tandem with numerous partners. Correspondingly, the PVPC has developed a series of user-friendly indicators intended to track and measure how the planning region is doing; a measurement framework that is based on a series of quantitative measures (e.g. educational attainment of the workforce, transit ridership, housing costs, bike infrastructure, etc.) which thereby provides us with a regional dashboard.

**BASIC SOURCES OF FUNDS:** In October 2010, the PVPC was the successful co-recipient of a $4.2 million Regional Sustainable Communities Grant awarded by the U.S. Department of Housing and Urban Development (HUD) to the lead Capitol Region Council of Governments (CRCOG) headquartered in Hartford as well as our own PVPC. This unique, cross border grant award was put toward the development and implementation of a bi-state *Knowledge Corridor Regional Plan for Sustainable Development* that would create new opportunities for sustainability in housing, land use, environment, water quality, infrastructure, transportation, employment, climate action, leadership development and food security. The PVPC’s $2.1 million share of this HUD grant produced the eight above-cited plans specifically tailored to the Pioneer Valley’s needs and then created a shared, cross-border action agenda for the interstate Knowledge Corridor entitled *One Region, One Future* which was released in final form late in 2014. Since that time, the PVPC has used a broad array of finding sources to transition to a plan implementation focus. With financial resources being far less than was true during the earlier planning phase of the endeavor, this transition to implementation has proven a major challenge to the PVPC but one, nevertheless, that has made impressive progress over the past three years with grant funds the PVPC has secured from the federal, state and municipal government entities.

**RELEVANT PROGRAM WEBSITES:**

Pioneer Valley Planning Commission – [www.pvpc.org](http://www.pvpc.org)

Capitol Region Council of Governments – [www.crcog.org](http://www.crcog.org)

New England Knowledge Corridor Partnership – [www.knowledgecorridor.org](http://www.knowledgecorridor.org)

**WAYS THE PVPC USES ITS LIVABLE COMMUNITIES POLICIES AND PROGRAMS TO INVOLVE THE COMMISSION MEMBERS AND TO COMMUNICATE OUR AGENCY’S WORK AND VALUE TO THE PUBLIC:** The PVPC routinely relies on multiple advisory bodies and committees (e.g. transportation, housing, economic development, water quality etc.) to conduct its work. In addition, depending upon specific needs and circumstances, we will seek comments, guidance and feedback from the public at large by way of surveys, focus groups, topical forums, polling and public meetings. This open and broadly participatory approach is a mainstay of our agency and how we can insure we are planning with rather than for our region’s people. In terms of communicating our agency work and its value to the public at large, the PVPC annually prepares and broadly distributes a comprehensive report which identifies and explains the Commission’s major accomplishments. This report is in turn supplemented with press releases, news interviews, informational presentations and other effective means of broadcasting the Planning Commission’s accomplishments along with an ambitious near term action agenda highlighted by ten major goals that our agency commits to tackle in the coming new year.

**PARTNERSHIPS AND DATA THE PVPC ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES**: Although the PVPC used HUD grant funds to prepare and issue an award-winning *Regional Housing Plan* that was adopted in 2014, efforts to maintain a comparable level of staff engagement in implementing this regionwide housing plan have been constrained by a lack of resources to apply to this objective. Given this reality, the PVPC has chosen to focusing on carrying out the housing rehabilitation components of Small City CDBG programs which the PVPC is directly involved in; providing historic preservation technical services that lead to new affordable and market rate housing units through building restoration projects that rely on historic tax credits; and advancing a variety of state-sponsored housing programs that address housing needs and opportunities called out in the PVPC’s 2014, *Regional Housing Plan*. On occasion, there are also opportunities to work with individual PVPC member cities and towns on housing issues and needs such as housing production plans, housing overlay districts and fair housing plans, among others. All of the PVPC’s work in the housing sector is aimed at expanding housing choices for all and creating livable communities of opportunity.

**INFORMATIONAL CONTACT AT THE PVPC**: For additional information about the PVPC and our agency’s ongoing Livable Communities Program please contact:

Tim Brennan, Executive Director, Pioneer Valley Planning Commission (PVPC)

60 Congress Street FL 1, Springfield, Massachusetts 01104

Tel. 413-781-6045, [www.pvpc.org](http://www.pvpc.org)

PUGET SOUND REGIONAL COUNCIL

**Seattle, wa**

**NAME OF PROGRAM IF ANY:** VISION 2040 / Growing Transit Communities Strategy

**POPULATION AND NUMBER OF COUNTIES COVERED**: The four counties of the central Puget Sound region had a population of 3,985,000 and 2,040,000 jobs in 2016.

**YEAR THE PROGRAM STARTED**: 2002 (VISION 2040) / 2011 (Growing Transit Communities)

**PLANNING ONLY, OR PLANNING AND IMPLEMENTATION:** VISION 2040 is the long-range strategy for a sustainable central Puget Sound region that integrates multicounty planning policies, transportation investments, and an active role for PSRC in promoting local planning that meets the needs of communities as they grow, including employment opportunities, affordable housing, and access to multiple modes of transportation, while protecting the region’s environment. PSRC has integrated its support for VISION 2040 throughout its programs, including providing technical assistance to local governments, state authorized review and certification of local comprehensive plans, and a policy framework for administering regional transportation funds that directs investment in support of a regional growth strategy that focuses housing and jobs within designated centers. The Growing Transit Communities Strategy, which was developed with support from a HUD Sustainable Communities Regional Planning grant, is an action plan for promoting thriving and equitable development around the region’s transit stations and corridors.

**BASIC SOURCE OF FUNDS:** VISION 2040 implementation is funded through federal funds available to Metropolitan Planning Organizations, state funds available to Regional Transportation Planning Organizations, CMAQ and STP funds. Implementation of work to further the GTC Strategy has been funded in part by FTA 5307 funds.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: PSRC has an annual budget of $26 million, and administers approximately $240 million each year to fund transportation projects in the region. The original HUD Sustainable Communities grant totaled $5 million for the years 2011-2014.

**PROGRAM POINT OF CONTACT/WEBSITE:** Ben Bakkenta, Program Manager, at [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org) or (206) 971-3286.

**Ways PSRC Uses Livable Communities Principles/Framework to Involve Policy Boards and/or Communicate Work and Value to the Public:** VISION 2040 is built around the mutually supportive values of people, prosperity, and planet, and, as such, provides a framework for all board actions. Commitment to the GTC Strategy is formalized by endorsement of a Regional Compact, which has been signed by PSRC’s board and nearly 50 other regional partners. A Regional Transit Oriented Development Advisory Committee, with membership drawn from local government, transit agencies, business, and advocates for affordable housing, social equity, and the environment, oversees implementation of the GTC Strategy and provides guidance to PSRC’s Growth Management Policy Board.

**Livable Communities Principles in Regional Outcomes and Performances Measures**:

PSRC has developed a criteria-based Prioritization Process to evaluate projects and programs in the long-range transportation plan against the policies in VISION 2040. The resulting Regional Outcomes program, now encompassing 11 outcome measures that establish the framework for all stages of the PSRC transportation planning process, and includes multimodal travel choices, support for centers, and social and health equity and access to opportunity. PSRC maintains data related to growth, housing, and jobs. Housing data include a regional residential building permits database and regional subsidized housing inventory. PSRC regularly reports to its board and makes available to the public Performance Trends data related to growth, transportation, housing, and housing affordability. In 2017, the Regional TOD Advisory Committee will evaluate data on outcomes in station areas related to the Growing Transit Communities Strategy.

**Partnerships and/or Data psrc Engages in to Address Regional Housing Issues:** As an MPO, PSRC’s engagement in housing is limited. However, PSRC has taken advantage of opportunities afforded under its RTPO responsibilities to review local plans as well as opportunities for partnerships that emerged from the Growing Transit Communities work. PSRC developed local guidance on housing, including needs analysis, policies, resources, and tools, that helped to shape local housing plans. Plan certification actions elevated housing in recommending further work for local jurisdictions, especially on preserving and creating new affordability within centers and transit station areas. In the arena of funding, PSRC partnered with counties, cities, the State of Washington, and Enterprise Community Loan Fund to develop and fund a [Regional Equitable Development Initiative (REDI)](http://www.enterprisecommunity.org/financing-and-development/community-loan-fund/redi-fund) to acquire sites for equitable development with affordable housing in existing and planned transit station areas.

SACRAMENTO AREA COUNCIL OF GOVERNMENTS

**UPDATES to 2016 PROGRAM:** Since 2016, our agency is developing additional performance measurement methodologies that may be applied in our regional funding programs. This may result in modification to the types of grants we provide.

**PROGRAM WEBSITE:** [www.sacog.org/regional-funding-programs](http://www.sacog.org/regional-funding-programs)

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND/OR TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** Our Metropolitan Transportation Plan / Sustainable Communities Strategy and Regional Blueprint are designed according to Board-adopted livability principles (MTP/SCS and Blueprint principles). The policies in these plans guide the projects, program and investments that SACOG undertakes and provide the policy framework by which our Board makes decisions for planning, funding and project development. Most of our projects and programs include stakeholder engagement (workshops, presentations, meetings), through which we communicate the livability principles addressed by these projects.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOMES AND PERFORMANCE MEASURES:** We have several measures to illustrate the livable community principles of the MTP/SCS and Blueprint. For Blueprint principles, these include mix of housing types, growth through reinvestment and infill, additional urbanized land, converted agricultural land, access to jobs and services, mode share, growth near transit and vehicle miles traveled. For MTP/SCS livability principles, we have a host of accessibility measures to evaluate access to employment, services, education, and parks, for both Environmental Justice (low-income and high minority) and all other communities. We also recently developed a physical activity measure to evaluate how much physical activity comes from active transportation.

**PARTNERSHIPS AND DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** As part of our regional transportation planning and as a council of governments in California, we collect and analyze data on housing construction, cost and affordability in order to project housing need for the Sacramento region. Specifically, the growth forecast and policies of the MTP/SCS are shaped by this housing information, and our state-required Regional Housing Needs Plan is built upon the same data to ensure its consistency with the livability principles and policies of the MTP/SCS. Housing data are collected and analyzed in consultation with our member agencies, housing authorities and stakeholders (non-profit and private sector housing interests).

SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)

**NAME OF PROGRAM IF ANY:** *TransNet* Smart Growth Incentive (SGIP) and Active Transportation Grant Program (ATGP)[[1]](#footnote-1)

**POPULATION AND NUMBER OF COUNTIES COVERED**: In 2016, the total area population was 3.2 million and covered one county.

**YEAR THE PROGRAM STARTED**: The Regional Comprehensive Plan, adopted by the SANDAG Board of Directors in 2004, established the framework for the two competitive grant programs. The competitive process and evaluation criteria were approved by the Board in 2008 and the first round of funding was awarded in 2009. To date, three cycles of funding and one cycle of pilot projects have been awarded. Funding is awarded every three years.

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:** Both grant programs provide funding for local planning and capital infrastructure projects. The ATGP also provides funding for education, encouragement, and awareness projects. In the SGIP, grant awards are up to $2 million for capital projects and up to $400,000 for planning projects. In the ATGP, grant awards are up to $1.5 million for capital, and varying levels for planning and education, depending upon the project type. The programs have funded a range of projects that include specific plans, master plans, community plan updates, active transportation plans, downtown streetscape enhancements, bike and pedestrian amenities, wayfinding signage, street furniture, median enhancements, biking and walking educational efforts, and other transportation-related efforts and amenities that support biking, walking, smart growth, and place-making.

**UPDATES TO 2016 PROGRAM SYNOPSIS:** In preparation for the fourth grant cycle, SANDAG is requiring Climate Action Plans and Complete Streets Policies as eligibility prerequisites, and is modifying the criteria to give greater weight to a project’s ability to directly reduce greenhouse gas emissions.

**BASIC SOURCE OF FUNDS:** Both grant programs are funded through *TransNet*, a local half cent sales tax approved by the region’s voters in 2004 (two percent each program). The ATGP is supplemented with California Transportation Development Act (TDA) funds which are derived from state sales tax revenues.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: Since 2009, SANDAG has awarded approximately $62 million through three funding cycles and a pilot project to 119 projects (65 capital, 54 planning). These projects have been matched by local jurisdictions with approximately $37 million from other federal, state, and local funding sources. Neither grant program requires a match; instead, both programs award higher points for applications that provide a match. The fourth cycle is anticipated to award approximately $30 million.

**PROGRAM POINT OF CONTACT and/or WEBSITE:** Carolina Ilic (619) 699-1989; [carolina.ilic@sandag.org](mailto:carolina.ilic@sandag.org); [www.sandag.org](http://www.sandag.org); [www.keepsandiegomoving.com/grants](http://www.keepsandiegomoving.com/grants)

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE POLICY BOARDS, AND/OR TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** SANDAG involves its planning directors, public works directors, active transportation stakeholders, Regional Planning Committee (RPC), Transportation Committee (TC), and Board of Directors in each grant cycle, particularly in the update of grant program objectives and evaluation criteria. Quarterly progress reports are provided to the RPC and TC (these are Policy Advisory Committees to the SANDAG Board of Directors and are made up of local elected officials), as well as the *TransNet* Independent Taxpayer Oversight Committee. In addition, SANDAG has created a web page ([www.keepsandiegomoving.com/grants](http://www.keepsandiegomoving.com/grants)) to show the geographic location and status of all awarded grants, and to provide a storyboard that highlights completed grant projects around the region using pictures and project summaries. Staff often incorporates images of completed grant projects into related presentations.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOMES AND PERFORMANCE MEASURES:** SANDAG has incorporated regional livability principles reflecting the goals of both grant programs into both the Transportation Project Evaluation Criteria and the Performance Monitoring Indicators of the Regional Transportation Plan/Sustainable Communities Strategy, known as “San Diego Forward: The Regional Plan.” The Transportation Project Evaluation Criteria are used to rank transportation projects for consideration in the Regional Plan. Criteria that support the grant program goals include awarding points to projects that: Facilitate FasTrak, Carpool, Transit, Pedestrian, and Bike Mobility; Minimize Habitat and Residential Impacts; Reduce Greenhouse Gas and Pollutant Emissions; Serve Smart Growth Opportunity Areas; Increase Physical Activity; and Improve Accessibility. Performance Monitoring Indicators are used to measure progress toward Regional Plan implementation. Indicators that support the grant program goals include: Share of New Housing Units and Jobs located in Smart Growth Opportunity Areas; Habitat Conserved within Designated Preserve Areas; Commute Mode Share; Annual Transit Boardings; Travel Times and Volumes for All Modes; Travel Times to Jobs; and Percent of Households with Housing Costs Greater than 35% of Income. In addition, SANDAG conducts a social equity analysis of the projects recommended for grant funding to analyze whether the funding recommendations result in an equitable allocation of funding expenditures between Low Income and Non-Low Income areas, and Minority and Non-Minority areas

**PARTNERSHIPS AND DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:**  California law requires SANDAG to work with the region’s 19 local land use authorities to develop the Regional Housing Needs Assessment (RHNA) which provides housing planning goals for each jurisdiction in four income categories. [SANDAG Board Policy No. 033](http://www.sandag.org/organization/about/pubs/policy_033.pdf) awards 25% of all points in SANDAG discretionary grant programs, including the SGIP and ATGP, to local jurisdictions for making progress toward meeting their RHNA goals. This progress is measured by housing data provided annually by each local jurisdiction. In addition, the SGIP awards further points to capital projects that support affordable housing development. Most recently, SANDAG has been coordinating with California’s Strategic Growth Council on submitting affordable housing and transit oriented development grant applications that reduce greenhouse gas emissions as part of the state’s new “Affordable Housing and Sustainable Communities” (AHSC) Grant Program. This program is funded through California’s Cap and Trade proceeds, which are collected by the Air Resources Board. Applications require land use data, transportation data, and GHG calculations.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

**LOS ANGELES, CA**

**NAME OF PROGRAM IF ANY:** Sustainability Program & the Sustainability Planning Grant (SPG) Program (formerly Compass Blueprint 2005-2012)

**POPULATION AND NUMBER OF COUNTIES COVERED**: In 2016, the total area population was 18.3 million, covering six counties, and 192 cities.

**YEAR THE PROGRAM STARTED**: Vision Process conducted from 2000 to 2004, grants began in 2005.

**PLANNING ONLY, OR PLANNING AND IMPLEMENTATION:** Grants have focused primarily on planning, with an increasing focus on policy implementation. Starting in 2013, SCAG was able to engage in more implementation oriented planning with increasing authority over regional Active Transportation funding.

**BASIC SOURCE OF FUNDS:** For planning grants we have primarily used federal Consolidated Planning Grant (CPG) Funds, and locally generated Transportation Development Act (TDA) funds. California State funding included a state Blueprint Grant, three projects were funded by the CA Air Resources Board, and ten projects were funded by the CA Strategic Growth Council. Since 2013 portions of projects that are ineligible for federal funding have been funded using SCAG general funds. These include environmental clearance documentation, and projects that lack a clear transportation nexus. The 2016 call for proposals will be funded by a combination of SCAG CPG funds, TDA funds, statewide Active Transportation Program (ATP) funding, and Southern California Mobile Source Reduction Committee (MSRC) funding. We have never required a local match, however for the 2016 call for proposals we awarded points for local match.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: Since 2005, we have funded 202 projects, and expended over 20 million dollars. Since the last call for applications in 2013 we have contracted 70 projects for a total value of almost 9 million dollars. Almost all of the current projects will be completed by June 30th, 2017. In 2016 SCAG issued a call for proposals that received 135 responses, totaling $35 million dollars. SCAG approved 65 projects totaling $11.9 million dollars.

**UPDATES to 2016 PROGRAM SYNOPSIS (this may include such things as changes in funding levels or types of support/grants/technical assistance; or new criteria or priority issues that are being addressed through the program; etc.):** In 2016 SCAG issued a call for proposals that received 135 responses, totaling $35 million dollars. SCAG approved 65 projects, totaling $11.9 million dollars.

**PROGRAM POINT OF CONTACT and/or WEBSITE:** Marco Anderson: [anderson@scag.ca.gov](mailto:anderson@scag.ca.gov)

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND/OR TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC**: Livable Communities Principles frame the integrated land use and transportation policies developed as part of four SCAG RTP/SCSs. As quoted in our 2016 RTP/SCS:

As the region’s transportation planning agency, SCAG has long promoted the concept of integrating transportation planning and land use planning. Since 2002, with the Southern California Compass and Shared Growth Vision for the region and the subsequent Compass Blueprint program (now the Sustainability Planning Grant Program), SCAG has promoted integrated planning tools for local governments that want their residents to have ***more mobility options, make their communities more livable, increase prosperity among all people and strive for sustainability***. Subsequent policies adopted at the regional level in 2004, 2008 and 2012 have supported and advanced the integration of transportation and land use planning.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOMES AND PERFORMANCE MEASURES:** For the 2016 RTP/SCS SCAG identified 36 out of 41 performance measures that are directly linked to policies informed by livable community principles, such as multi-modal mobility, environmental justice/equity, and sustainability.

http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS\_PerformanceMeasures.pdf

**PARTNERSHIPS AND DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES**: On October 11, 2016 SCAG held a regional housing summit to discuss the affordability crisis in Southern California. As part of developing the 2020 RTP/SCS SCAG will be responsible for developing local Regional Housing Needs Assessment (RHNA) targets for each city, and continuing the conversation around affordability, gentrification, displacement, generational housing preferences, and workforce housing needs.

http://scag.ca.gov/SiteAssets/HousingSummit/index.html

Wasatch Front Regional Council

**SALT LAKE CITY, UT**

**NAME OF PROGRAM IF ANY:** Transportation and Land Use Connection (TLC)

**UPDATES to 2016 PROGRAM SYNOPSIS:** Since 2016, our agency has partnered with our Department of Transportation to secure additional funding, and existing partners have increased funding matches.

**PROGRAM POINT OF CONTACT and/or WEBSITE:** Ted Knowlton(801-363-4250, ted@wfrc.org) www.wfrc.org/tlc

**POPULATION AND NUMBER OF COUNTIES COVERED**: In 2016, the total area population was 1.68 million and covered six counties (two urbanized areas).

**YEAR THE PROGRAM STARTED**: The program was created in spring of 2014, and operates on annual basis coordinated with the timing of our other funding programs.

**PLANNING ONLY, OR PLANNING AND IMPLEMENTATION:** The program reduces growth in travel demand by helping communities plan for and implement local objectives that enable greater use of transportation alternatives, increase destination accessibility, and encourage efficient growth patterns. In addition, the program incentivizes tools created through the Wasatch Choice 2040 Vision, and expanded through the Wasatch Choice 2050 Vision update process, which developed tools to help communities effectively plan and implement their plans. Over the last three funding cycles, the TLC program has made between twelve and fourteen grants per year, ranging from $50,000 - $75,000 per award. Our program has funded a range of project types that include active transportation master plans, TODs, station area planning, ordinance and form-based codes, small area plans, and market studies.

**BASIC SOURCE OF FUNDS:** This program funds projects in four counties. The funding for this program is a joint partnership with the Wasatch Front Regional Council, the Utah Department of Transportation, and the Utah Transit Authority. Within Salt Lake County, there is an additional joint funding partnership with Salt Lake County. WFRC has primarily used federal Surface Transportation Program and Consolidated Planning Grant Funds for our portion of the program. We require a local financial match of 6.77%.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: Since 2014, we have funded 38 projects, and expended over 2.74 million dollars. This program has become a “resource hub” that incorporates funding from other regional partners that include Salt Lake County, Utah Transit Authority, Utah Department of Transportation, Utah State Health Department, Weber and Morgan County Health Department and the University of Utah.

**PROGRAM GOALS:** The program seeks to help local governments develop in a way that works best for them, supporting their efforts to create livable and vibrant communities.

* Help local governments create desired livable communities and focus growth in centers
* Foster a prosperous and livable region as outlined in the Wasatch Choice growth principles
* Encourage coordination of land use plans with existing or planned regional transportation
* Reduce travel demand by enabling shorter commutes, providing more travel choices, and cultivating alternative land development strategies
* Promote multi-jurisdictional collaboration and regional impact
* Support local outreach and engagement efforts that promote broader stakeholder involvement

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND/OR TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** We involve our Regional Growth Committee, our Regional Growth Committee Technical Advisory Council, and our Council in the development of livability principles and decision-making tools. We provide regular updates to these boards on our progress and spotlight communities who have used TLC funding to improve their communities. To outreach to the public, we have created a series of story maps for our different programs. Annually, we host a Wasatch Choice Consortium meeting, open to practitioners and the public about livability principles and implementation tools.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOMES AND PERFORMANCE MEASURES:** In October 2016, our Council adopted new regional goals. Many of these goals reflected livable principles including livable and healthy communities, access to economic and educational opportunities, and housing choices and affordable living expenses, among others. These goals serve as the basis for our performance-based planning system that affect everything from our long-range planning to our short-range planning to our selection of TLC projects. We have also focused efforts on vulnerable communities and ensuring equity as a component to transportation decision making.

**PARTNERSHIPS AND DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:** Most of our engagement in regional housing issues is related land-use- and centers-related education. We support the region’s goals of increasing affordable housing through our ten regional goals, which includes an affordable living goal looking at housing and transportation costs.

Julie Bjornstad: julieb@wfrc.org

Wilmington Area Planning Council (WILMAPCO)

**WILMINGTON, DE**

**NAME OF LIVABLE COMMUNITIES PROGRAM IF ANY:**  The Wilmington Area Planning Council (WILMAPCO) does not have a specific livable communities program. Instead, livability is woven into our planning process.

**POPULATION AND NUMBER OF COUNTIES COVERED**: In 2015, the Wilmington, Delaware region’s population was just shy of 660,000 people. While both counties are about the same size in terms of land area, most (84%) reside in mostly suburban New Castle County, Delaware. The rest (16%) live in mostly rural Cecil County, Maryland.

**YEAR THE PROGRAM STARTED**: n/a

**DOES PROGRAM SUPPORT ONLY PLANNING-RELATED ACTIVITIES, OR PLANNING AND IMPLEMENTATION, i.e. capital funding:**  WILMAPCO’s livability initiatives are embedded throughout our planning work at both the regional and sub-regional levels. We also support the implementation of livability projects through our prioritization and selection of Transportation Alternatives Program (TAP) projects, and through our general and CMAQ project prioritization processes ([www.wilmapco.org/priority](http://www.wilmapco.org/priority)).

**BASIC SOURCE OF FUNDS:** Planning funds, which originate from mostly federal but also local sources, are allocated to projects in our Unified Planning Work Program. TAP spending is 80% federal, with a 20% local match.

**DOLLAR AMOUNT OF PROGRAMS TO DATE**: Because livability is embedded throughout the planning process, it is difficult to pinpoint an exact dollar amount spent on this initiative. To get a sense of the planning spend, all sub-regional studies have a focus on livability. In FY 2017, $415,500 (18%) was budgeted on completing new work and monitoring old studies. This work includes: area and corridor master plans, TOD studies, bus system improvement plans, bicycle and pedestrian plans, Safe Routes to School programs, etc. Public outreach, which involves specific targeted outreach to underrepresented communities, youth programs, and air quality awareness, was budgeted at $206,000 (9%) in FY 2017. Elements of regional level work, budgeted at about $283,500 (12%), also touch on livability. These include coordination with the American Planning Association and performance measure development and tracking initiatives. All told, it is safe to say that WILMAPCO budgeted well over $750,000 (about 1/3) of its FY 2017 planning dollars on initiatives that directly supported livability.

In FY 2015 we programmed $370,000 in federal TAP spending to conduct project development/engineering for 12 projects in New Castle County, Delaware. In the years since, funding for TAP has dried up. WILMAPCO developed a GIS-based TAP project prioritization process to select these projects. Our process, based on years of an evolving understanding of pedestrian generating uses and data development, is the standard for identifying pedestrian priorities across Delaware and in Cecil County. ([www.wilmapco.org/tap](http://www.wilmapco.org/tap)).

**PROGRAM POINT OF CONTACT and/or WEBSITE: Bill Swiatek, AICP** (302 – 737 – 6205 x113; [bswiatek@wilmapco.org](mailto:bswiatek@wilmapco.org))

**WAYS YOUR AGENCY USES LIVABLE COMMUNITIES PRINCIPLES OR FRAMEWORK TO INVOLVE YOUR POLICY BOARDS, AND TO COMMUNICATE ITS WORK AND VALUE TO THE PUBLIC:** Improving quality of life has been a goal identified in WILMAPCO’s long-range transportation Plans since our first Plan 22 years ago ([www.wilmapco.org/rtp](http://www.wilmapco.org/rtp)). Initiatives which fall under that goal – including curbing suburban sprawl, identifying the transportation burdens of low-income and minority groups, addressing climate change and environmental sustainability, improving connectivity on all modes, mitigating public health concerns such as transportation safety and food access – today comprise much of the day-to-day work of WILMAPCO planners.

Members of our Council, Technical Advisory Committee, and Public Advisory Committee understand and promote the embeddedness of livability in the agency's work.

We continuously communicate livability principles and initiatives with the public through our website and Facebook page, telephone surveys, attendance at local events and meetings, our various sub-regional studies, and our publications. On the flipside, the public regularly communicates the need for this livability work with us through these same venues.

**REFLECTING LIVABLE COMMUNITY PRINCIPLES IN REGIONAL OUTCOME AND PERFORMANCE MEASURES:** Livability measures were tested in our preferred regional development scenario analyses in our long-range Plan. The recommended scenario from our Plan, which prioritizes infill and redevelopment, would result in less congestion, less vehicle miles traveled, reduced trip lengths, higher public transit ridership, and less transportation air emissions (fine particulates, ozone, and greenhouse gases) [www.wilmapco.org/rtp](http://www.wilmapco.org/rtp).

The Regional Progress Report, produced every two years, assesses the progress of the Plan ([www.wilmapco.org/regional-progress-report](http://www.wilmapco.org/regional-progress-report)). Performance measures in the progress report related to livability include: travel choice trends, household and employment change by investment areas, VMT per population, crash rates by mode, transportation funding trends by mode, air emissions, expansion projects vis-à-vis rural and environmentally-protected areas, transportation spending within low income and minority neighborhoods, transportation affordability, etc.

Separate regional level plans include more detailed performance measures and assessments for addressing initiatives such as: improved pedestrian infrastructure ([www.wilmapco.org/ped-priority](http://www.wilmapco.org/ped-priority)), impacts of sea level rise ([www.wilmapco.org/slr](http://www.wilmapco.org/slr)), and the transportation needs and burdens of low income and minority groups and seniors, disabled, and zero car households ([www.wilmapco.org/ej](http://www.wilmapco.org/ej))

**PARTNERSHIPS AND/OR DATA YOUR AGENCY ENGAGES IN TO ADDRESS REGIONAL HOUSING ISSUES:**

WILMAPCO does not have any formal partnerships with regional housing agencies or interests. However, we conduct various data analyses that help planners better understand existing and forecasted housing patterns.

Each year WILMAPCO updates long-term forecasts for population, households, and employment by traffic analysis zone – roughly the size of census tracts – for the Delmarva Peninsula. These data inform regional modeling work (development scenarios, travel, air quality) along with regional and sub-regional studies.

WILMAPCO recently used data from the Center for Neighborhood Technology to understand the intersection of housing and transportation costs across the region. The analysis identifies location efficient communities, and has generated interest from affordable housing advocates: ([www.wilmapco.org/data/TranspHousingCosts\_DataReport.pdf](http://www.wilmapco.org/data/TranspHousingCosts_DataReport.pdf)).

Part of WILMAPCO’s social justice work involves measuring how well connected public housing and age restricted communities are to surrounding places and key destinations such as grocery stores, employment, and libraries and community centers. ([www.wilmapco.org/ej](http://www.wilmapco.org/ej))

And, finally, WILMAPCO sometimes addresses housing needs and planning as part of sub-regional planning studies. In the recent Route 9 Corridor Master Plan, for example, we made several recommendations related to housing – such as the relocation of residential neighborhoods to mitigate environmental and health concerns and the redevelopment and concentration of new housing stock in proposed suburban centers ([www.wilmapco.org/route9](http://www.wilmapco.org/route9)).

1. Note: A parallel funding program, the *TransNet* Environmental Mitigation Program (EMP), supports the management and monitoring of the region’s open space and habitat preserve areas. The EMP reinforces development in the region’s urbanized areas where the smart growth and active transportation grant funds are focused. [↑](#footnote-ref-1)