

# The Role of Transportation in Enhancing Rural Livability and Gateway Communities

June 25, 2018

Kevin Adderly  
Federal Highway Administration  
Office of Human Environment



# Goals

- Discuss livability benefits;
- Discuss the role that transportation can play in shaping and enhancing community character and rural livability;
- Discuss transportation investments and strategies that support rural communities;
- Identify relevant research products and resources.

# What is Livability?



*Livability* is about using the quality, location, & type of transportation facilities & services available to help achieve broader community goals such as access to good jobs, affordable housing, quality schools, & safe streets.

Quality of life Livability sustainability  
smart growth walkable communities  
new urbanism healthy neighborhoods  
active living transit oriented  
development complete streets



# Transportation and Livability

- Better integration of multimodal transportation infrastructure and facilities
- Expand opportunities for economic development
- Provide safe and adequate accommodations for all users
- Increase community connectivity and cohesion
- Capitalize on the value of existing (context sensitive) community amenities
- Enhance access to jobs, schools, and other services
- Help improve overall quality of life



# Benefits of Livability



- Can protect fields, farms, and forests, and reduce consumption of open land and rural landscapes;
- Can help protect water quality, and preserve treasured resources and community character;
- Can also reduce infrastructure and operating costs for new roads, water and sewers, schools, and services;
- Making rural downtowns more convenient, accessible, and walkable.



# Rural Transportation

- Safety on rural roads
- Developing complementary businesses that support the local economy
- Constructing highways that enhance the natural surroundings (CSS)
- Coordinate land use and transportation
- Developing complete street networks



# Transportation and Livability Resources

## Foundational

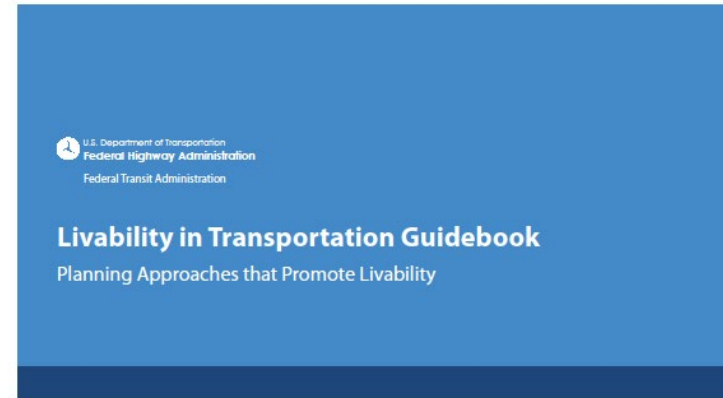
- Livability in Transportation Guidebook
- The Role of FHWA Programs in Livability
- Creating Livable Communities Report
- Regional Livability Workshop Summaries

## Recent

- The Why and How of Measuring Access to Opportunity, A Guide to Performance Management
- Updated Case Studies
- Best Practice Videos

## Work in Progress

- Community Impact Assessment Guidebook Update
- Community Connections, EDC-4



# Economic Development Resources

- FHWA Economic Development Case Studies
- FHWA Transportation and Economic Development Portal
- *Supporting Economic Development with Highway Investment Report (Nov 2015)*
- EconWorks (Economic Impacts Analysis), Webinar Series
- The Conservation Leadership Network Courses

(<http://www.conservationfund.org/what-we-do/conservation-leadership-network/upcoming-courses>)



“Transportation should play a significant role in promoting economic growth, improving the environment, and sustaining quality of life.” Declaration of Policy, 23 USC 101



# Community Connections: An EDC-4 Initiative

- Promotes context sensitive design rather than a one-size-fits-all solution
- Informs decision making goals to measure success implementing transportation projects that support community revitalization
- Enhances strategies to improve safety and multimodal access to jobs, education, and other services

**every day counts**  
An Innovation Partnership with States

**Community Connections**



**Performance management approaches for planning, designing and building transportation projects that promote connectivity, revitalize communities and improve public health and safety.**

Many cities now have elevated, sunken or at-grade highways that have reached or exceeded their useful lives. The time is right to consider removal and retrofit options for connecting and revitalizing urban cores and adjacent communities. Performance-based management approaches are available that can help transportation practitioners develop highway retrofitting, rehabilitation or removal options that turn aging infrastructure into opportunities for reestablishing community connections and cohesion.

The fourth round of Every Day Counts (EDC-4) offers tools and strategies for developing transportation systems in a way that is inclusive and interconnected through place-making (planning, designing and

managing public spaces that promote people's health, happiness and well-being) and connectivity.

Transportation can play an important role in supporting community revitalization. As multimodal transportation systems connect Americans to employment, education, healthcare and other essential services, these infrastructure investments create jobs and benefit businesses, particularly small and disadvantaged business enterprises. Providing transportation options that connect urban cores with neighboring communities can also offer public health, safety, and air and water quality benefits, among others.

Through modifications in traditional project planning, transportation practitioners can use measurable or predicted performance information to compare options for improving community connectivity while meeting community, project and system objectives.

The EDC community connections framework and tools will help practitioners identify gaps and work to ensure that all users have access to safe, reliable, affordable, connected and multimodal transportation networks.

**STATE OF THE PRACTICE**

Some community connections projects include the 11th Street Bridge Project in Washington D.C., linking Capitol Hill with the Anacostia neighborhood; a cap on the Long Street Bridge over I-71 that improved pedestrian access to downtown Columbus, Ohio; and the public parks created by capping I-90 between Mercer Island and Seattle, Washington.



The Long Street Bridge project provides green space for community events and improves pedestrian passage over I-71 to downtown Columbus, Ohio.

# Transportation Equity

- Congestion Pricing and Tolling
- Multimodal Access
- Transportation Investment Analysis: shared benefits and negative impacts



# USDOT Funding Programs

- The majority of USDOT funding is distributed annually through programs administered by State DOTs and Metropolitan Planning Organizations (MPOs) by formulas;
- Most funding programs have specific eligible activities identified in law;
- Funds from some programs may be transferred by states to local governments, transit agencies, or other transportation organizations.
- Funding Categories:
  - Public Transportation Programs
  - Multimodal and Planning Programs
  - Flexible Programs for roads, streets, and paths



# Multimodal and Planning Programs

- Metropolitan & Statewide and Nonmetropolitan Planning Programs
- Transportation Planning Capacity Building Program
- TIGER/Transportation Investment Generating Economic Recovery
- BUILD/Better Utilizing Investments to Leverage Development
- Transit Oriented Development Planning Pilot



# Flexible Programs for Roads, Streets, and Paths

- Surface Transportation Block Grant (STBG)
- Transportation Alternatives (TA)
- Context Sensitive Solutions (CSS)
- National Highway Performance Programs
- CMAQ – Congestion Mitigation & Air Quality



# CSS Overview

- Flexible and creative transportation solutions
- Collaboration and consensus based decision making
- Internal and external stakeholder involvement
- Preserving and enhancing resources
- Physical setting (contextually appropriate design)
- Performance measures - timely project delivery



# FLAP and TA Funding for ARC States

<u>State</u>		<u>FLAP</u>		<u>TA</u>
Alabama	\$	1,049,392	\$	17,653,753
Georgia	\$	2,303,482	\$	34,270,928
Kentucky	\$	1,340,136	\$	13,539,026
Maryland	\$	441,359	\$	12,548,337
Mississippi	\$	2,447,303	\$	11,006,225
New York	\$	603,444	\$	29,497,151
North Carolina	\$	2,536,496	\$	24,188,466
Ohio	\$	460,612	\$	29,021,963
Pennsylvania	\$	1,202,439	\$	28,552,110
South Carolina	\$	1,293,949	\$	16,368,383
Tennessee	\$	2,231,894	\$	19,043,596
Virginia	\$	2,635,756	\$	22,705,455
West Virginia	\$	1,000,063	\$	7,196,050



# Transportation Alternatives

- Formula funds to State DOTs for:
  - On- and off-road pedestrian and bicycle facilities,
  - Infrastructure projects for improving non-driver access to public transportation;
  - Enhanced mobility, community improvement activities and environmental mitigation;
  - Recreational trails projects; safety routes to schools projects and
  - Projects for planning, designing, or constructing boulevards in the right-of-way of former divided highways.





# Federal Land Access Program

- Funds are distributed by formula among States that have Federal lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers
- 80% of the funds go to States that contain at least 1.5% of the national total of public lands, and the remaining 20% goes to States with less than 1.5% of the national total.



# West Virginia – Hatfield-McCoy Trails

**Location:** Five Southern Counties of West Virginia (Logan, Mingo, McDowell, Mercer and Wyoming)

**Project Purpose:** Public-Private Project Designed to Create a Tourist Economy and Promote Entrepreneurship in Southern West Virginia.



# W. Virginia – Hatfield-McCoy Trails

## Goals:

- To Diversify the Economy of Southern West Virginia
- To provide a SAFE recreational experience for each user of the Hatfield-McCoy Trails

## Objectives:

- To Open Over 1,000 Miles of World-Class Interconnected Trails Throughout Southern West Virginia.

# Starkville, MS– Hightower Road Corridor Project

**Location:** The eastern perimeter of Mississippi State University in Starkville, MS.

**Project Purpose:** The project will complete an approximately two-mile, multimodal north/south corridor along Hightower Road and associated collector roads including sidewalks, bike lanes, transit shelters, signal improvements, and street lighting.



# Starkville, MS– Hightower Road

## Goals:

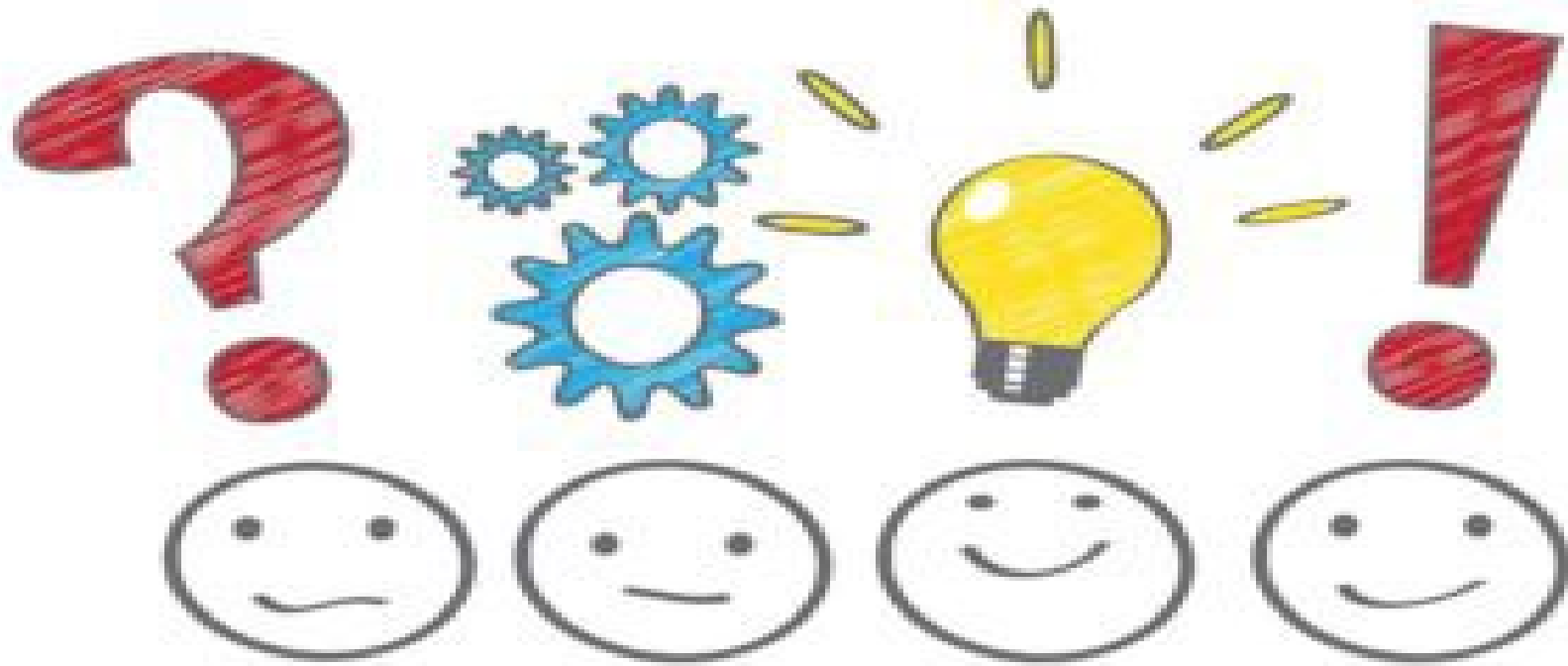
- Reduce travel times
- Improve conditions for pedestrians
- Improve the level of service at existing congested intersections.

## Objectives:

- Improve access to the University and connectivity in the surrounding area.
- Facilitate north-south traffic flow on the east side of the campus.

# Program Websites

- Livability:  
<http://www.fhwa.dot.gov/livability>
- Environmental Justice:  
[http://www.fhwa.dot.gov/environment/environmental\\_justice](http://www.fhwa.dot.gov/environment/environmental_justice)
- Bicycle and Pedestrian:  
[http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/index.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/index.cfm)
- Economic Development  
[https://www.fhwa.dot.gov/planning/economic\\_development/](https://www.fhwa.dot.gov/planning/economic_development/)
- Sustainable Transportation  
<https://www.fhwa.dot.gov/environment/sustainability/>
- Community Connections  
[https://www.fhwa.dot.gov/innovation/everydaycounts/edc\\_4/connections.cfm](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/connections.cfm)
- Health in Transportation  
[https://www.fhwa.dot.gov/planning/health\\_in\\_transportation/](https://www.fhwa.dot.gov/planning/health_in_transportation/)
- Federal-Aid Funding Programs  
<https://www.fhwa.dot.gov/federalaid/projects.cfm>



**Kevin Adderly**  
**Transportation Specialist**  
**FHWA-Office of Planning, Environment & Realty**  
**Kevin.Adderly@dot.gov**  
**202-366-5006**