THE FEDERAL PARTNERSHIP FOR SUSTAINABLE COMMUNITIES
## Six Partnership Principles

1. **Provide more transportation choices**

2. **Expand location- and energy-efficient housing choices**

3. **Improve economic competitiveness** of neighborhoods by giving people reliable access to employment centers, educational opportunities, and other basic services.

4. **Target Federal funding toward existing communities** – through transit-oriented development and place-based policies.

5. **Align federal policies** and funding to remove barriers to collaboration, leverage funding and increase the effectiveness of existing programs.

6. **Enhance the unique characteristics** of all communities, whether rural, suburban or urban.
Roles in the Partnership

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

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

**DOT**
- TIGER Grants
- FTA Programs
- FHWA Flex Funding
- United We Ride
- FHWA Livability Efforts
- State/Metro Planning
- FRA Railroad Infrastructure
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**DEPARTMENT OF AGRICULTURE**
- Rural Efforts
Recent Partnership Successes

- HUD Sustainability Planning Grants ($140 million)
- DOT TIGER II Capital and Planning Grants ($600 million)
- FTA Bus Livability and Urban Circulator Grants ($293 million)
- FTA TIGGER and Clean Fuels Grants
## Recently Funded Projects (FTA)

### BUS LIVABILITY
- Phelan Loop Bus Facility, San Francisco
- Phoenix 11th Street Pedestrian Improvements
- Seattle King Street Intermodal Hub

### TIGGER (Transit Investments for Greenhouse Gas and Energy Reduction)
- Wenatchee, WA: Battery Powered Zero Emission Circulator Buses
- Hayward, CA: Installation of photovoltaic capacity to generate "green" hydrogen
Recent Partnership Successes

- Change to DOT (FTA) New Starts Cost Effectiveness Rule
- Expanded DOT (FHWA, FTA) Bicycle & Pedestrian Policies
- FHWA Procurement Rules Pilot
- EPA Livability Elements in State Water Grants
- Numerous Technical Assistance/Guidance Efforts
Region 9 Partnership Activities

- City of Tucson Integrated Corridor Plan
- Bay Area Metropolitan Planning Organization (MTC/ABAG)
- Tribal Pilot Project
- Fresno
- National City
- California High Speed Rail
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An Integrated Corridor Plan

Project Background:

Project Focus:
An Integrated Corridor Plan

- Tucson seeks to change from a sprawling, auto-oriented city into a community of thriving, mixed-use, mixed-income neighborhoods with interconnected, multi-modal travel options.

- The project will create an Integrated Corridor Plan with a companion Implementation Strategy and Action Plan that will provide the necessary information and tools to break through regulatory, developmental, and perceptual barriers to create a livable environment serving a diverse population along the new modern streetcar corridor and future extensions.

- This project focus corresponds to Eligibility Activity (1) in the Community Challenge Planning Grant section of the Community Challenge and Transportation Planning Grant Notice of Funding Availability: “Development and implementation of local, corridor or district plans and strategies that promote livability and sustainability” (36248, column 3).

- The Integrated Corridor Plan Study Area focuses on an area one-quarter mile on each side of the currently funded streetcar route and potential extension. See Figure 1, “Project Study Area: Modern Streetcar Corridor.”

Project Background:
Tucson’s New Modern Streetcar

- In May 2006, Tucson broke through a very significant barrier when voters approved a sales tax for a wide variety of transportation projects.

- This four-mile alignment is the prime link between our university, our major health centers, two major specialty shopping districts, the entertainment district, three of the area’s major

Figure 1
Project Study Area:
Modern Streetcar Corridor

- InterCity Rail
- Transit Stations
- Primary arterial roadways
- Controlled-access highways
- Modern Streetcar route and stations
- Schools & universities
- Hospitals and clinics
- Parks
- Convention district

- Residential district
- Commercial district
- Entertainment & retail district

University Medical Center

University of Arizona

Main Gate Retail District

Fourth Avenue

Retail District

Tucson High

Downtown Business District

Congress Street Entertainment District

Tucson Convention Center

El Rio Clinic

Mercado Mixed Use District
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FOCUS
a development and conservation strategy for the San Francisco Bay Area

Map Legend
Priority Development Areas:
- Planned
- Potential

Within Urban Footprint
Within Urban Growth Limits
Protected Open Space

Source: Association of Bay Area Governments, Street Base Map © 2006 TeleAtlas, Inc. All rights reserved ABAG GIS/March 2010

Priority Development Areas: Planned and Potential
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North Corridor Proposed Transit Services

Sources: SANDAG, SANGIS
Fresno

- **HUD Sustainable Communities Regional Planning Grant Finalist**
- **Region 9 Federal Regional Council (FRC) Effort Focusing on Near North Side Neighborhood Called Lowell**
- **FRC Long-Standing Involvement in San Joaquin Valley: President Clinton's 2000 Executive Order Creating Task Force on Economic Development**
- **EPA Focus on Green Building and Green Infrastructure**
- **HUD Focusing on Housing Retrofits**
- **FTA and DOT Focusing on Proposed BRT Project Linking Downtown to Clovis through Lowell; Opportunities Presented by High Speed Rail**
California High Speed Rail

- Energy efficient mode of travel
- Opportunity to direct growth state-wide
- Need for careful station area planning
- Local transit connections and parking policies
DOT Strategic Plan Priorities

Priorities likely to be emphasized in next transportation bill

- Safety
- State of Good Repair
- Livable Communities
- Environmental Sustainability
- Economic Competitiveness
http://www.dot.gov/livability

http://www.fta.dot.gov/livability

http://www.fhwa.dot.gov/livability

http://www.hud.gov/sustainability

http://www.epa.gov/sustainability