City Off the Hill: Brown University

Joanne Weinstock, FTA Region I
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**Livability**

**STRIP GARDENS:** Raised and widened medians with plantings serve as refuge, help “calm” traffic, and give the street a boulevard-like feel.

**LOUNGE AREAS:** Encouraging cycling will require more bike racks and bike parking; making the streets safer for pedestrians will require more bollards and better lighting for sidewalks; and benches, tables, and other places to watch the world go by will foster community in public spaces.
Working with Federal Partners: Building Effective Partnerships

- Leadership
- Communication
- Willingness to Share Ideas
- Providing Feedback
- Dedication of Time
- Respect for Other Agency’s Missions
Examples of A Successful Partnership

- Three Pilot Projects
  - Fairmount
  - Holyoke
  - Stamford
- Technical Assistance
- Enthusiasm and Awareness
- Knowledge/Resource Sharing
- Networking
Challenges

- Great First Album/Year in the Majors
- TIME/$$$
- Information Inundation
- Need Tangible Results
Partnership One-Pager

New England Sustainable Communities Partnership in Action

Overview
In June 2009, the Partnership for Sustainable Communities was formed by the U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA). The three agencies have pledged to ensure that housing and transportation goals are not siloed while simultaneously protecting the environment, promoting sustainable development, and addressing the challenges of climate change.

To build upon the national effort, the New England Sustainable Communities Partnership was formed in August 2009. The partnership is comprised of representatives from the New England offices of HUD, EPA, and DOT who meet on a regular basis to pursue opportunities for partnering at the regional level. The group’s primary focus over the past year has been to connect with stakeholders from pilot communities in New England where all three agencies have invested (in the past often independently) and where there is potential for more intentional collaboration in the future, allowing for greater sustainability achievements through synergies. Pilot communities targeted are one or two, suffering from economic, social, and environmental challenges.

Purpose: Statements
- Engage federal partners and coordinate funding and technical assistance in support of livability/sustainability funding programs.
- Incorporate livability and sustainability into current and future projects utilizing EPA’s LiveSmart program.
- Establish and support leadership infrastructure and sustainability champions at the state and local level so that initiative becomes mainstreamed and self-sustaining.

Pilot Communities Project
Three cities in New England that have previously received funding from HUD, EPA, and DOT were selected as pilot communities. A tour was completed by each community and stakeholders, raising awareness about the Partnership’s mission, and to talk about best practices and opportunities for future collaboration. A brief summary of each pilot community is below:
- Fairmount/Indigo Corridor, Boston: The Fairmount/Indigo Line Collaborative is a coalition of Community Development Corporations that are working to achieve smart growth in the corridor along the Fairmount Community Rail Line in Boston. The goals of the collaborative are to support the development of accessible, convenient, and transit-oriented housing for the residents in the distressed neighborhoods along the Fairmount Line and to promote smart growth through infill development.
- Technical assistance from EPA to address brownfields and smart growth planning needs, and a project to redevelop a brownfield site into a "green" youth enrichment and educational center for cultural art and green hospitality.
- Stanford–Connecticut Urban Transformation: The Stanford–Connecticut Urban Transformation is a 2.5-mile fixed guideway that will connect Interstate 95 and Stanford’s central downtown to the Stanford Intermodal Transportation Center.

June 2010

(DOT) and Boston Golf Road. The Transitway will provide a model for livability by reducing traffic congestion, providing more transportation choices, opening equitable and affordable housing that is location and energy efficient, and by opening up the south waterfront for economic revitalization.

- Holyoke, Massachusetts Multi-modal Transit Center. Located in a former train station and on a brownfield site, the Multi-modal Center will contain a bus terminal, walking area, commercial space, Head Start, and the downtown campus for Holyoke Community College. Skrine, a few hundred yards away, is Lynn Terrace, a public housing development, and the Canal Walk. Several areas in this area have received EPA funding for assessment and cleanup of contaminants.

Finally, on Amtrak rail line nearby and will soon be upgraded using High-Speed Rail Funds from DOT that will reconnect Holyoke to the New Haven–Montreal Line. This city expects to link the Multi-modal Center by bus to a new Amtrak station less than a mile away.

The partnership ensures that housing and transportation goals are met while simultaneously protecting the environment, promoting equitable development, and helping to address the challenges of climate change.

Tools
- Resource Guide: A guide to HUD/EPA/DOT programs was created for distribution to communities and local organizations in order to identify federal programs that are available to support their sustainability efforts. The guide is organized by the sustainability principles that are the foundation of the national Sustainable Communities Partnership. The resource guide contains both national programs and those that are specific to the New England Region. A similar guide also has been developed at the national level. (www.epa.gov/energy/guides/2010ᵲ.05_blueprints_pemium.pdf)

- Targeted assistance to Community Rail: Meetings in the three pilot communities have provided the opportunity to assist stakeholders by addressing various issues and challenges. Examples include HUD working with the City of Boston to help streamline the use of Federal funds to renovate buildings, Federal Transit Administration working with the transit authority (MBTA) on a study of fare policy along the Fairmount line, and the EPA securing additional technical assistance to help the Fairmount Collaborative develop new sites in the corridor, as well as develop an area-wide plan for addressing other contaminated sites near the renovated and new ferry stations.

Future Collaborations
- Setting joint priorities: Based on what we learn from our work in the three pilot communities, and from the process of setting priorities among other efforts, HUD, DOT, and EPA will work together to identify opportunities for future collaboration. Possibilities include port mapping of communities at risk for foreclosures and environmental deterioration, developing partnerships at the state level, working in rural areas and/ or northern New England, and matching out to areas on projects that are only in the early planning stages.

- Bringing new partners: The momentum and collaboration we have built through the work that HUD, DOT, and EPA are doing together provides excellent opportunities for additional federal, state, local, and non-government partners to join the effort. For example, we can reach out to other agencies and organizations that serve communities suffering high unemployment (e.g., Department of Labor, Small Business Administration, Economic Development Administration). A recent meeting that focused on planning to support “green” youth enrichment and educational center for cultural arts and green hospitality in the Fairmount Corridor brought together more than 10 agencies and organizations involved in green economic and workforce development, land conservation and development of community green space efforts could also result in new collaborative efforts with the Department of Interior and Agriculture.
Logic Model (HUD)
Inter-Agency Coordination
Success Story #1—From What …

• Area between Red & Orange Lines in Boston underserved by Rapid Transit
• Fairmount Branch is the shortest in system (9.1 miles), all in Boston
• No stop at key neighborhood centers
• Poor frequency of service
• Limited evening service
• No weekend service
• “Flag stops”
• No fare integration with Subway
...to What (Transit)

- 4 New Stations at key neighborhood nodes: South Bay, 4 Corners, Talbot & Blue Hill Ave.
- Evening & weekend service
- Rapid transit-like headways
- Fare integration w/ MBTA system
- Put it on the map!
Portland to Providence: Streetcars
RIPTA & the City of Providence Propose a Streetcar Route

A streetcar route between Upper South Providence and College Hill would connect major activity centers in our downtown core, spur significant new development, and create an estimated 6,000 jobs over the next 20 years.

This investment in our future would also enhance the vitality, livability and attractiveness of our Capital City.
Warwick Station/TF Green

- New MBTA Commuter Rail Station
- FHWA involvement
EPA Sustainable Communities Movie
FTA Mission Statement and Vision Strategies

- "To ensure personal mobility and America's economic and community vitality by supporting high quality public transportation through leadership, technical assistance and financial resources."

- "We are leading America with high-quality public transportation that ensures mobility and livable communities."
Thank you!