

Introduction

This report is based on two webinars hosted by the Federal Highway Administration (FHWA) Office of International Programs in conjunction with the FHWA Livability Team in October 2012.

The webinars have provided government and academia in both countries with a platform for discussing how similar problems are tackled in sometimes different ways. There are many lessons to learn, and best-practice to consider.

The report has been written in order to provide a basis for a continued exploration of differences and similarities between the two countries in the field of Livability. Participants from the webinars are encouraged to connect with each other and learn more in specific fields.

Transport Analysis
Stockholm, October 2013

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1 The Swedish webinar

The Swedish webinar took place on October 11, 2012. The following individuals participated:

Transport Analysis: Mathias Nilsen, Krister Sandberg
Royal Institute of Technology, KTH: Maria Börjesson
Swedish Transport Administration: Susanne Ingo, Catherine Kotake
U.S. Department of Transportation, Federal Highway Administration:
Gabriel Rousseau, Kenneth Petty, Daphne Speaks, Connie Yew, Egan Smith, Sharlene Reed, Shana Baker, Robin Smith, Harlan Miller, Frederick Bowers, Peter Stephanos, Michael Nesbitt

The webinar consisted of five separate presentations:

- Planning the physical environment Example from Malmö – Susanne Ingo, Swedish Transport Administration
- Planning the physical environment Example from Stockholm – Susanne Ingo, Swedish Transport Administration
- The Transport Policy Objectives & Transport statistics in Sweden – Krister Sandberg, Swedish Transport Analysis Agency
- Livability in the transport analysis – Maria Börjesson, Royal Institute of Technology, KTH
- Planning of public transport in Sweden – Catherine Kotake, Swedish Transport Administration

1.1 Planning the physical environment: Example from Malmö (the Rosengård Promenade)

This presentation responded to the following questions:

- *Do livability related factors influence funding decisions or affect how different projects are prioritized?*
- *Who is involved with the transportation decision making process?*
- *How is the public engaged in transportation projects and what other agencies are involved in the process?*
- *Is human health (e.g., obesity, asthma) considered in transportation decision making?*

Sustainable Rosengård

- Technical departments in the Municipality of Malmö as well as the local neighborhood administration in Rosengård, private actors, housing companies, associations and others – all have an important role to play in the ongoing changes.
- The attractiveness of Rosengård is enhanced through a holistic approach on sustainable development and a sustainable area is created through a strong local process.
- A long range of actions are implemented in the years up to 2014 with funding support from the Swedish Delegation of Sustainable Cities and the European Union Structural fund.

A social promenade

- increased attractivity and safety
- increase the share and amount of bicycle trips
- establish three new meeting places
- facilitate urban cultivation

Please find additional information about the transition of Rosengård [via this link](#).

1.2 Planning the physical environment: Example from Stockholm (Stockholm Royal Seaport)

This presentation responded to the following questions:

- *Is human health (e.g. obesity, asthma) considered in transportation*
- *Decision making?*
- *How is the public engaged in transportation projects and what other agencies are involved in the process?*
- *Who is involved with the transportation decision making process?*
- *Do Livability related factors influence funding decisions or affect how different projects are prioritized?*

Stockholm Royal Seaport – 11 000 new homes, 30 000 new workplaces

“The ambition is to offer one of Europe’s most modern and attractive living environments. Dwellings, workplaces, parks and open spaces will be of the highest quality and use modern architecture and environmentally-adapted energy-efficient solutions. The district will mix housing with different types of businesses, creating a dynamic environment that never sleeps.”

Sustainability in focus

Focus on sustainable transport solutions, efficient building processes, energy conservation and energy efficiency. Overall environmental targets:

1. By 2030, free of fossil fuels and climate+
2. Adapted to climate change
3. High environmental and sustainable goals for all sectors

4. CO2 emissions lower than 1.5 ton per person and year by 2020.

Goals will be reached by developing and applying

- environmental technology
- a knowledge based systems approach
 - sustainable energy use,
 - environmentally efficient transport,
 - recycling and climate change adaptation
 - Sustainable lifestyles and sustainable businesses.

Traffic hierarchy

Traffic hierarchy - part of the environmental profile.

- Unprotected traveler's needs before private car.
- Pedestrians and bikers should be given priority as far as reasonable.
- CT solutions (Mobility management, reduced travel demand)
- Walking and Cycling
- Public transport (subway, bus, tram, boat)
- Carpool (biogas & electric vehicles)
- Private cars (biogas & electric vehicles)

Traffic planning, strategy approach:

- Location
- Density
- Mixed use
- Parking
- Public transport as back bone

Do Livability related factors influence funding decisions or affect how different projects are prioritized?

Innovation flagship

"The investment in Stockholm Royal Seaport is a powerful environmental initiative where holistic solutions and systematic thinking are the results of a close collaboration between governments, developers, policy makers and industry." *Sten Nordin, Mayor of Stockholm*

Raised awareness, motivating outstanding performance

The ambitious environment targets for the area requires that all partners...

- the city administration
- the developers
- the architects
- others

...work closer together than usually and invest extra resources to realize the vision:

Global climate program recognizes Stockholm Royal Seaport

- Climate Positive Development Program launched in May 2009.
- A joint initiative between the Clinton Climate Initiative and the U.S. Green Building Council.

- Will create a new global benchmark for sustainable urban developments.
- Stockholm Royal Seaport is one of 18 Climate Positive projects in the world.
- All will become examples of successful economic and environmental urban development – demonstrating that cities can reduce carbon emissions and grow in climate-friendly ways.

Who is involved with the transportation decision making process?

Stockholm Transport Agreement was signed

County Administration Board, City of Stockholm, Stockholm County Council (public transport authority), Swedish Transport Administration, Stockholm County Association of Local Authorities – KSL

How is the public engaged in transportation projects and what other agencies are involved in the process?

Stockholm City Administration: Royal Seaport, Program proposal, open consultation

Northern Link Day, Sunday 2 October 2012

- The Transport Administration opened two Northern link tunnel entrances to the public.
- Ports of Stockholm informed about future plans for the port area Värtahamnen. The port area is located close to one of the Northern Link junctions.

Stockholm City Administration: Decision making support for travel and cargo transport

- People living and working in the area (schools and firms included) shall be offered a personal travel plan for sustainable travel alternatives and for minimizing their transport.
- Residents should be offered a one year membership in a carpool by the developer as they move in. Mobility advisors should offer individual travel plans to schools and kindergartens, thus helping them to find sustainable travel alternatives.
- A logistic center shall be established for sustainable transports during the construction phase, and to be further development into a coordinated cargo transport scheme for the whole neighborhood and connected to sea and rail transport.
- Cargo transport shall use “green vehicles”. Businesses in the area shall be offered support in minimizing their transport via services from the logistic center and by establishing a transport plan.

Opportunities to choose

- Participation and engagement, and resident’s/ worker’s individual choices play a critical role.
- Knowledge and understanding of environmental issues is important. It should be easy to follow how the use of resources increase or decrease depending on individual behavior.

- Visualization of e.g. energy use, helps communicate effects of choices made, and demonstrates how each person can make a difference.

Is human health (e.g. obesity, asthma) considered in transportation decision making?

Sustainable lifestyles

"Also public health, motion and spontaneous sport is part of a sustainable lifestyle and should have good preconditions in the area"

Image of a future situation

- Stockholm Royal Seaport is a neighborhood with a rich social life, building on well planned meeting places for those who live or work in this area.
- The good access to public halls has led to a renaissance of local associations. The beautiful nature of the National Urban Park is used for promenades, motion and healthy activities and recreation in general. The inhabitants enjoy the water of Husarviken, in boats or by walking along the shore. Parts of the previous gas plant have been developed into places for culture and social activities with a mix of local everyday culture and professional performances on a National Stage.
- People living in the Royal Seaport have developed sustainable lifestyles and enjoy a good quality of life. The residents apply sustainable technologies for economizing the use of energy and natural resources and for reducing their impact on the environment and climate change.
- The renting system for cars, bikes and various durables is popular since it saves both money and the environment. The inhabitants are active and create their own social networks to enhance satisfaction and well-being.
- Virtual meeting places, social media and advanced ICT services are offered to all who live or work in the neighborhood via the joint Stockholm Royal Seaport Web-portal. The residents also contribute to developing local shopping, schools and other activities in a sustainable direction.

1.3 The Transport Policy Objectives & Transport statistics in Sweden

The Transport Policy Objectives:

"The objective of transport policy is to ensure the economically efficient and sustainable provision of transport services for people and businesses throughout the country."

Functional objective – Accessibility

"The design, function and use of the transport system will contribute to provide everyone with basic accessibility of good quality and functionality and to support the development potential throughout the country. "The transport system will be gender equal, meeting the transport needs of both women and men equally."

Impact objective – Health, safety and environment

“The design, function and use of the transport system will be adapted to eliminate fatal and serious accidents.” “It will also contribute to the achievement of the environmental quality objectives and better health conditions.”

Measuring effects

All developments for 2011 are supported by statistics and compared with 2010. This measuring of effects is comprised in a report which is one of Transport Analysis’ flagship products. It is finalized every spring in a size of roughly 150 pages.

Example from the report:

Objective: Travel for people will be improved through increased reliability, security and convenience.

Result 2011: It has been noted deficiencies particularly in road and rail systems. Traffic on both road and rail are increasing and in many places it reaches full capacity during peak periods. Overall, it has created disturbances, punctuality problems, poor mobility and reduced buoyancy. The road condition has deteriorated so that convenience may have been affected. Inadequate traffic information has been observed during the past year. Only in exceptional cases has it been possible to find the reported measures or activities that will improve traveler security.

Transport Statistics in Sweden

- 1980 – All statistics centralized to Statistics Sweden (SCB)
- Mid '90 – Swedish statistical reform, decentralization
 - 27 statistical agencies (2012) responsible for 22 subject areas divided into 107 statistical areas
- SCB coordinating, holds the Council for Official Statistics. SIKA (predecessor of Transport Analysis) responsible for transport statistics
- Since 2010; Transport Analysis responsible for all official Swedish transport statistics

International cooperation

Eurostat

- CGST – Coordinating Group for Statistics on Transport
- Working groups (WG)
 - Air transport statistics
 - Maritime transport statistics
 - Rail transport statistics
 - Road transport statistics
 - Road traffic
- Task forces (TF)
 - CARE National experts
 - RSPI National experts
 - Statistics on Transportation by Buses and Coaches
 - Intermodal Transport Statistics

Other

- UNECE
 - WP 5. Transport Trends and Economics
 - WP 6. Transport Statistics
- OECD / ITF
 - TF: Measuring Investment in Transport Infrastructure

User councils

- Currently 3 user councils
 - Public transport
 - Road traffic accidents
 - Goods transport
 - Participants
 - Users
 - Universities, Professionals, NGOs, Government, etc.
 - Data providers
 - Operators, Government agencies, the Police

1.4 Livability in the transport analysis

Question: Do livability related factors influence how projects are prioritized?

- To some extent:
- Cost Benefit Analysis influence prioritization
 - Benefits, e.g. in terms of reduced commuting time is weighed of increased productivity, and health.
 - Congestion charges in Stockholm motivated by welfare effects measured in CBA
 - But CBA methodology does currently not take all aspects into account: perceived security, urban environments, trip quality/comfort of the trips.
 - CBA framework constrained to take the 'context' as given
- "Rights" (e.g. possible to access the labor market without a car)
- Increasing the size of the labor markets (takes sometimes livability into account)

The administrative gap

- The state decides about and finance the infrastructure
- Much of the factors affecting livability is planned/financed by the municipalities (often small in Sweden).
- Security
- Cycling
- Land-Use planning
- The municipalities often compete with other municipalities for inhabitants/workplaces/retail/infrastructure
- Lead to suboptimal planning

Example 1: Can we include factor affecting perceived as security in walking environment in CBA

- A mix of different functions, e.g. housing and services
- A mix of socio-economic groups
- A mix of travel modes, well-integrated transport system
- Long sight lines along sidewalks
- Walkways visible from nearby buildings
- No narrow passages to access entrances and courtyards
- No poor light conditions

The chance of *being seen, to see and to escape*

Example 2: Cycling appraisal

- Bicycle is efficient mode of transport in terms of
 - Speed
 - Punctuality
 - Flexibility
 - Urban space
 - Cost
 - Clean/Quiet
- BUT motivated by *second order* benefits (by researchers and planners)
 - Health
 - Environment
- Cycle investments are seldom evaluated by using the standard CBA
 - Less developed methodology
 - The notion that cyclists have low valuations

Second order motivations

- Presumes cycle is not good enough in itself?
- Cycling is motivated by benefits for others
 - Reduced congestion, reduced emissions, healthcare system?
 - Compare car and public transport
- Disregards cyclists as travelers!
- Non-fat-non-motorists!

This can be a problem? Why?

- Weak, self-defeating and discriminating
- Assumes that improvements to cyclists have no value
- Lack of confidence?
- May lead to underinvestment in cycling infrastructure
- And: It is wrong! The value of safety and time are higher for cyclists than for other travel modes!

Example 3: Land-Use

- Land-use has large effect on livability/emissions
- Municipalities often have wrong incentives or are uninformed of the importance of mixed land-use and high densities
- Investments often motivated by labor market enlargement
- But less focus on region concentration
 - Although this is often better for productivity (knowledge spillover)

- Emissions/energy consumptions
- Quality of life/gender equality
- Atmosphere in the city
- Often expensive and difficult to increase density

1.5 Planning of public transport in Sweden

Transport planning authorities

- **National Government**
Ministry of Enterprise, Energy and Communications
Transport policy (Accessibility and Health, safety, environment)
Commissions/assignments/annual instructions/infrastructure budget
- **Swedish Transport Administration (STA)**
National transport plan (10 year, revised each 4th year)
- **County councils (Regions)**
Regional plans on growth and development
Regional transport plan
Regional public transport authority – Plan for traffic supply
- **Municipalities**
Land use/urban planning
Local targets and plans

Planning process – infrastructure bill and proposal for the National transport plan

Infrastructure bill

Analysis and data > Infrastructure bill > Parliamentary decision
(Capacity study) Sept 2012 Dec 2012

National transport plan

Assignment > STA submit proposal > Govmnt decision > Implementation
Dec 2012 Autumn 2013 Spring 2014

Prioritizing criteria for national funding

- **Transport policy targets:** (travel/mobility, international competitiveness of industry, accessibility between regions, gender-equal society, accessible for people with disabilities, children's travel, public transport, walking and cycling, traffic safety, reduced climate impact)
- **Cost-benefit Analyzes/ socioeconomic benefit**
 - Environmental impact (emissions NOX/SOX/CO2, energy consumption and supply)
 - Health impact (noise, air particles, safety)
 - Accessibility impact (travel time, service ...)

Attractiveness, landscape, regional development not quantified in CBA

- **Overall impact assessment**

Current Issues

- Target levels for Operation and Maintenance and “Action Areas”
- “The 4-step principle” implementation
 - What requirements should be placed on the “Action choice process”?
 - How should the measures be presented in the upcoming draft plans - in the traditional manner (action lists) or in packets or both?
- On what level need new measures for the years 2020-2025, be described?
- Shortcomings in infrastructure (needs for investments), how do we select them in a transparent manner?

Prioritizing criteria for regional funding

- Regional growth and development
 - Attractiveness, workplaces and commuting, enterprise/business, landscape, regional development
- Regional Transport policy targets
- Regional (or local) targets on Environment
- Regional public transport authority
 - Plan for Traffic supply (national funding for interchanges for public transport/travel center)
 - Traffic service duty (procured public transport)

Deregulations of transport in Sweden

- 1988 National Rail Administration is formed
- 1994 Free freight traffic on railway
- 2009 International traffic on railway
- (2010 Swedish Transport Administration)
- 2010 All domestic railway traffic
- 2011 All public transport on road

2 The US webinar

The U.S. webinar took place on October 18, 2012. The following individuals participated:

Transport Analysis: Mathias Nilsen, Krister Sandberg
Royal Institute of Technology, KTH: Maria Börjesson
Swedish Transport Administration: Susanne Ingo, Catherine Kotake
U.S. Department of Transportation, Federal Highway Administration:
Gabriel Rousseau, Kenneth Petty, Daphne Speaks, Connie Yew, Egan Smith, Sharlene Reed, Shana Baker, Robin Smith, Harlan Miller, Frederick Bowers, Peter Stephanos, Michael Nesbitt

The US presentation was divided into five distinctive sections, with five different presenters. As with the Swedish webinar, all presentations addressed the agreed questions, but with a wider scope.

- Performance Management – Connie Yew, FHWA
- Performance-Based Planning – Egan Smith, FHWA
- Health and Transportation Planning – Fred Bowers, FHWA
- Methods for Gauging Livability Improvements – Sharlene Reed, FHWA
- Addressing Questions from Sweden – Gabe Rousseau, FHWA

2.1 Performance Management – Linking Performance and Accountability International Scan

Context of 2009 Scan

In 2009, the review was conducted with three overarching issues in the USA:

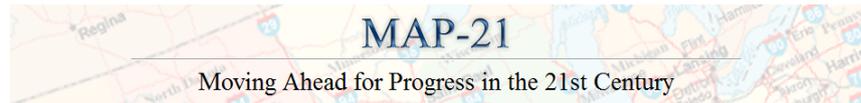
- The federal-aid surface programs needed to be extended or refined/reformed (re-authorized)
- The Highway Trust Fund was running out of resources
- A need to ensure greater accountability and transparency among the federal, state and local funders/owners/operators of transport

Scan Team

- State DOT, Federal Highway & Federal Transit, Local/MPO, AASHTO, Private Sector, Dutch Ministry of Transport, Scan Logistics/Recorder

Where We Went

- Swedish Road Administration;
- British Department for Transport;
- New South Wales Road and Traffic Administration, Sydney, Australia;
- Victoria Department of Transport and Vic Roads, Melbourne, Australia;
- Queensland Department of Transport and Main Roads, Brisbane, Australia;
- New Zealand Transport Agency.



Summary	MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.	Recently Added <ul style="list-style-type: none">• Q & A• Fact Sheets
Q & A		
Fact Sheets		
Presentations		
Legislation	MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.	
Funding Tables		
Webinars		

27 months of stable funding

- Authorizes program through FY14
 - Current law through end of FY12
 - Most new provisions go into effect on October 1st
- Average annual funding at FY12 levels (plus minor inflation)
 - \$41 billion for FHWA
- Ensures 2 years of HTF solvency; extends HTF taxes through 2016

\$37.7 billion/year in formula funding

- Surface Transportation Program (\$10.0)
- National Highway Performance Program (\$21.8)
- HSIP (\$2.2)
- Railway-Highway Crossing (\$0.2)
- CMAQ (\$2.2)
- Transportation Alternatives (\$0.8)
- Metro Planning (\$0.3)

Performance Elements

- National Goals
- Performance Measures
- Performance Targets
- Performance Plans
- Target Achievement
- Special Performance Rules
- Performance Reporting

Key Findings

1. Less is more

- ✓ Focus on a few, key national policy goals and measures
- ✓ Focus on corridor based investments and priorities
- ✓ PM takes time—since 1998 shrunk from 600 to 30 measures

National Goals

Focus the Federal-aid program on the following national goals:

- 1) SAFETY
- 2) INFRASTRUCTURE CONDITION
- 3) CONGESTION REDUCTION
- 4) SYSTEM RELIABILITY
- 5) FREIGHT MOVEMENT AND ECONOMIC VITALITY
- 6) ENVIRONMENTAL SUSTAINABILITY
- 7) REDUCED PROJECT DELIVERY DELAYS

Performance Measures

- For purposes of carrying out National Highway Performance Program USDOT will establish:
 - Measures for States to use to assess:
 - Condition of Pavements
 - Interstate System
 - National Highway System (excluding the Interstate)
 - Condition of Bridges
 - National Highway System
 - Performance of:
 - Interstate System
 - National Highway System (excluding the Interstate)
- For the purpose of carrying out the Highway Safety Improvement Program USDOT shall establish measures for States to use to assess:
 - Serious injuries per vehicle mile travelled
 - Fatalities per vehicle mile travelled
 - Number of serious injuries
 - Number of fatalities
- Measures used to assess safety on all public roads
- For the purpose of carrying out the Congestion Mitigation and Air Quality Improvement Program USDOT shall establish measures for States to use to assess:
 - Traffic congestion
 - On-road mobile source emissions
- USDOT will establish measures for States to use to assess freight movement on the Interstate system.

2. Agencies responsible for Assets set Targets

- ✓ National government provide strong national policy goals
- ✓ Imposing targets is ineffective—will create resistance and avoidance—rather collaborate

Performance Targets

- States will set targets for each measure established by USDOT under 23USC150(c) no later than 1 year after the final rule is promulgated for the measures
- A State may, as appropriate, provide for different targets for urbanized and rural areas.
- MPOs will set targets, where applicable for the same measures no later than 180 days after the State sets their target.
- Targets also required for public transportation and highway safety targets under other provisions.

3. Carrot vs. Stick

- ✓ Use incentives rather than disincentives
- ✓ Provide resources and funding to support data collection and analysis
- ✓ Allow for a flexible and iterative process in defining measures and targets

Target Achievement

- National Highway Performance Program
 - *“A State that does not achieve or make significant progress toward achieving the targets... for 2 consecutive reports”*
 - Document in 23USC150(e) report actions the State will take to improve their ability to achieve the target
- Highway Safety Improvement Program
 - *“State has not met or made significant progress toward meeting the performance targets... the date that is 2 years after the date of the establishment of the performance targets”*
 - State must set aside formula limitation equal to the amount of HSIP funding obligated in the prior year to safety projects only and submit annually to the DOT a plan to achieve the targets

4. Means not an End

- ✓ Performance measurement is one of multiple decision tools but can't replace a balanced decision process
- ✓ Other decision tools such as:
 - ✓ value for money
 - ✓ benefit/cost analyses
 - ✓ life-cycle cost analyses
 - ✓ public engagement processes
 - ✓ local planning boards

Asset Management Plan

- Risk-based asset management plan
- States encouraged to include all infrastructure assets within the right-of-way
- Plan Contents
 - pavement and bridge inventory and conditions on the NHS,
 - objectives and measures,
 - performance gap identification,
 - lifecycle cost and risk management analysis,

- a financial plan, and investment strategies

5. Do it with them and not to them

- ✓ Collaboration and frequent dialogue is key among and across governmental levels in terms of goal setting, measures and target setting
- ✓ While there was not a direct linkage between agency performance and legislative budgeting, budget was maintained in light of overall national budget pressure for defense, health care, education, etc.

Stakeholder Input

- National online dialogue to discuss options for measures and data elements. Dialogue opens on September 12th for a period of two weeks.
- FHWA MAP-21 website allows visitors to provide comments on each of the areas in which measures will be developed.
- USDOT will consider input provided by stakeholders in the development of the proposed rule for performance measures.

6. Collaborative Benchmarking

- ✓ Benchmarking performance measures leads to innovations and improvements
- ✓ Based on 18 years of experience in Australia, examples of principles include:
 - ✓ Build the case for doing collaborative benchmarking
 - ✓ Accept central coordination
 - ✓ It takes a long time to get reliable measures
 - ✓ Aim for long term improvement

Significant changes to shorten project delivery

- New set of categorical exclusions (CEs)
 - Multi-modal projects
 - Emergency Relief (ER)
 - Projects Within Operational Right of Way
 - Limited Federal assistance
- Streamlining of review process
 - FEIS/ROD combined
 - Planning/NEPA
 - Programmatic mitigation
- New/improved delivery techniques
 - Construction manager/general contractor (CMGC)
 - Lump sum ROW purchase

7. Communicating Results

- ✓ Communicate and report results in a format that the public and elected officials can understand is key to success
- ✓ Periodic reports to the public need to be in terms that they relate to

Performance Reporting

- State Report on Performance Progress

- Required initially by October 1, 2016 and every 2 years thereafter
- Report includes:
 - Condition and performance of NHS
 - Effectiveness of investment strategy for the NHS
 - Progress in achieving all State performance targets
 - Ways in which congestion bottlenecks in National Freight Plan are being addressed

2.2 Performance-Based Planning

- Metropolitan and statewide transportation planning processes are continued in MAP-21 and enhanced to incorporate performance goals, measures, and targets – along with reporting on the overall effectiveness of performance-based planning
- Public involvement remains a hallmark of the planning process

Performance-Based Planning and Programming Elements	
Strategic Direction <i>(Where do we want to go?)</i>	<ul style="list-style-type: none"> • Goals and objectives • Performance measure
Long - Range Planning <i>(How are we going to get there?)</i>	<ul style="list-style-type: none"> • Identify Targets and Trends • Identify Strategies • Strategy Evaluation
Programming <i>(What will it take?)</i>	<ul style="list-style-type: none"> • Investment Plan • Resources Constrained Targets and Trends • Program of Projects
Implementation and Evaluation <i>(How did we do?)</i>	<ul style="list-style-type: none"> • Reporting and Monitoring • Evaluation

MPO Planning New Visions for a Quality Region

Capital District

- Albany
 - Troy
 - Schenectady
 - Saratoga Springs
- 800,000 population

Capital District Transportation Committee

- Four counties

- Eight cities
- largest town
- CDTA, NYSDOT, CDRPC, NYSTA,
- Port, Airport
- Rotating membership for two towns at a time

New Visions Regional Plan

- The Plan calls for a strong livability agenda:
 - Infrastructure investment
 - land use planning,
 - urban reinvestment,
 - transportation choices
 - community values

Performance Measures

Community Quality of Life:

- Qualitative and subjective
- Use public input, reach consensus
- Real and important
- Can use an “A” through “F” rating, analogous to level of service

Get public input into the trade-offs between performance measures.

- In many cases, the tradeoff between, say, traffic congestion and community quality of life is an easier choice than we think for the public;
- while planners and engineers can get stuck thinking there is a mandate to address traffic level of service as the first priority

Transit Priority

- Transit Signal Priority was implemented in the Route 5 BRT Corridor.
- The CDTC New Visions Plan supports transit as a livability investment. The Plan gives priority to TSP, and asserts that it is more important than intersection level of service.
- Analogous to an emergency vehicle having priority.

Institutional Barrier	MPO Livability Approach
Performance measures based chiefly on quantifiable measures of “recurring” traffic flow	Develop performance measures with input from the public, such as reliability, bike/ped, transit and quality of life measures– livability
Quantitative measures often put a priority on auto speed <i>The design process requires 85th percentile design speed and emphasizes auto level of service</i>	When traveling through a community, reducing speeds supports livability goals

Institutional Barrier	MPO Livability Approach
Agencies are focused on capital projects; funding and staffing are set up for capital projects	Improving operations has large benefits, and supports livability; set performance measures to recognize operations
Transit investments are given lower priority by focusing on auto level of service	Regional planning context should set priorities for transit investment such as BRT, TSP

Performance-Based Planning

- Metropolitan and statewide transportation planning processes are continued in MAP-21 and enhanced to incorporate performance goals, measures, and targets – along with reporting on the overall effectiveness of performance-based planning
- Public involvement remains a hallmark of the planning process
- Performance-based planning and programming website presents the information that FHWA, Federal Transit Administration and our partners have developed to date

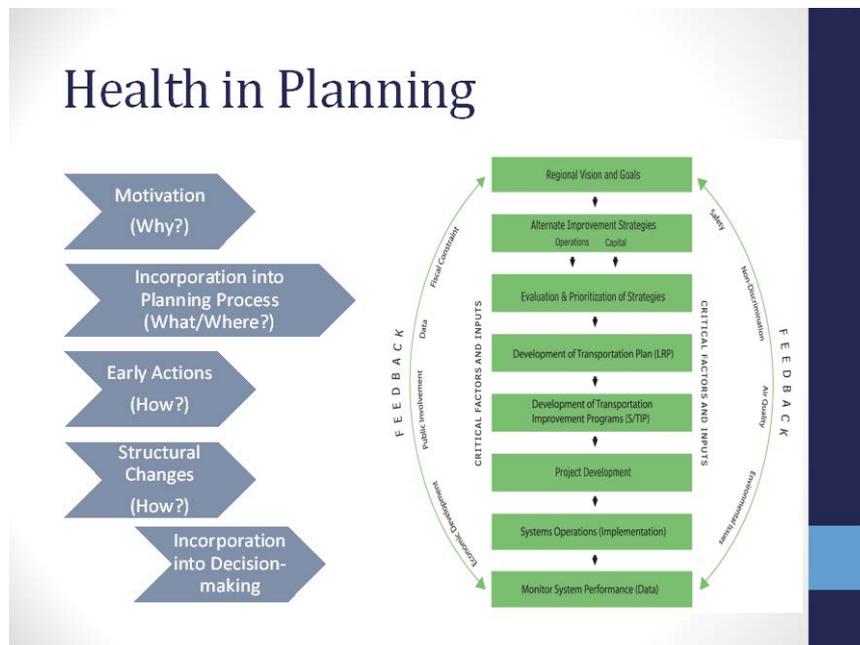
2.3 Health and Transportation Planning

FHWA Funded Research:

Metropolitan Area Transportation Planning for Healthy Communities White Paper

Four Case Studies

- **San Diego Association of Governments**
 - Collaboration with California Health and Human Services Agency
 - CDC Grant Projects – Healthy Works Project and Healthy Places Initiative
- **Sacramento Area Council of Governments**
 - Blueprint Study on transportation and land use
 - Rural Urban Connection Strategy focused on local food production and consumption
 - Scenario planning that includes health
- **Nashville Area Metropolitan planning Organization**
 - Regional Transportation Plan that supports active transportation
 - Preserving and enhancing strategic roadways with “complete streets”
 - Middle Tennessee Transportation and Health Study
- **Puget Sound Regional Council**
 - Partnership with Tacoma-Pierce County Department of Health
 - Transportation 2040 – integrating health into a long-range transportation plan



2.4 Tools to Assist States and Local Agencies

Methods for Gauging Livability Improvements

Livability Performance Measures Database

Moving Goals into Action: Discovering Performance Measures that Fulfill a Community's Vision

Expanding Your Options When Developing Livable Communities

- Livability crosses multiple disciplines and dimensions of community life. This searchable database helps practitioners to navigate the many dimensions of livability by identifying potential performance measures that will indicate whether their programs, policies, and projects are making a positive difference.
- By allowing users to search for measures that are relevant to their specific circumstances, communities, and livability goals, this flexible and user-friendly tool supports context-based decision making and improved livability outcomes.

How will the Tool Be Used

- To begin searching for livability measures that fit your unique goals and context, enter one or more keywords in the search box below (e.g. jobs, schools, sidewalks).
- You may choose to filter your results further based on area of interest, geographic scale, urban form, and/or transportation mode.
- The search results will include only the measures that meet all of the keywords and filter terms you enter; each selection narrows the search results further

Livability Area of Interest

- Accessibility, Aesthetics/Sensory, Community Amenities, Community Engagement, Economic, Housing, Land Use, Mobility, Natural Resources, Public Health, Safety, Socio-Cultural

Geographic Scale

- American Indian Reservation, Census Boundary, City, City Block, Corridor, County, Neighborhood, Region, State, Town, Traffic Analysis Zone (TAZ)

Setting or Density

- Downtown, Preserve, Rural, Small Town, Suburban, Urban

Methods of Transportation

- Automobile, Aviation, Bicycle, Bus, Maritime, Para transit, Pedestrian, Rail, Transit, Truck

Testing The Effectiveness of the Tool

Workshop #1

- June 2012 - In Raleigh North Carolina – Real Time BRAC relocation efforts utilized the tools to help determine how what type of improvements needed to be incorporated into the expanding communities.

Workshop #2

- August 2012 In Portland Oregon the Aloha-Reedville Transportation Planning Project (Awarded under Tiger 11) utilized the tool to help determine what could be performance measures to increase creditable walking and bicycling opportunities for the north south corridor.

Next Steps

- Develop the online training manual webinar for release
- Market the online Tool to States and Metropolitan Planning Organization
- Full Release of Tool in January 2013
- Present Tool at a Poster Session for the Transportation Research Board in January 2013.

2.5 Addressing Specific Questions from Sweden

Tracking/M Measurement

- Little tracking is done on the impact of livability-related investments:
 - Annual investment in walking and bicycling
 - Tracking safe routes to school projects.
- Safe Routes to School
- Project locations
- Voluntary data program
 - Student tallies
 - Parent surveys

Interagency Coordination

- In 2009 US DOT formed the Partnership for Sustainable Communities (PSC) with the Environmental Protection Agency and Housing and Urban Development
- PSC emphasizes
 - Interagency coordination
 - Livability Principles
 - Provide more transportation choices.
 - Promote equitable, affordable housing.
 - Enhance economic competitiveness.
 - Support existing communities.
 - Coordinate and leverage federal policies and investment.
 - Value communities and neighborhoods

Health Considerations

- Examples of health-related issues that are part of transportation policies and programs:
 - Safety
 - Air quality
 - Noise
 - Environmental Justice (ensuring that minority and low income populations are not adversely affected)

- Walking and bicycling projects
- FHWA provides examples and best practices regarding how States and local agencies consider health issues.

Sustainable Transportation

- Triple bottom line
 - Society, Environment, Economy

Public Involvement

- Requirements:
 - Must involve interested parties such as representatives of users of pedestrian walkways, bicycle transportation facilities, the disabled in the statewide and metropolitan planning processes
 - State DOT and MPO should conduct public meetings at convenient and accessible locations at convenient times; employ visualization techniques to describe plans; and make public information available in an electronically accessible format such as on the Web
 - The MPO develops a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment
- Developed resources to educate public about transportation decision making

Encouraging Transportation Choices

- US DOT National Bicycling and Walking Study
 - Double percentage bicycling and walking trips to 15.8%; and
 - Reduce the number of fatalities by 10%.
- US DOT 2010 Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations
 - *...establishing routine collection of non-motorized trip information.*
 - *A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.*

Aligning Goals for Livability

- State and MPO Planning
- 23 CFR 450.200 and 450.300
 - ...to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process...that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution...

Public Information

- Government web sites
- Government funded clearinghouses

3 Comparative Analysis

The webinar series was set up with a comparative analysis in mind. Therefore, both sides exchanged questions and answers on key topics beforehand. However, since a webinar would provide more value if the topics could be discussed in a wider context, the presentations that were held extended the discussion, and touched upon subjects that were not covered in the questions.

This complicates the analytical challenge of comparing the US and the Swedish Livability approach. Also, not all questions are comparable, since they differ from each other in most cases, even if they cover similar topics.

To sum things up: What can be compared is compared. What's not comparable is still presented, as it provides a detailed and interesting Q & A on the topics covered in the webinar series.

3.1 The questions

Funding decisions and livability, measuring of effects

<p>US question: <i>Do livability related factors influence funding decisions or affect how different projects are prioritized?</i></p>	<p>Swedish question: <i>How do you do to ensure that federal funded actions in the transport system contribute to enhanced livability? How do you measure and evaluate effects of actions taken?</i></p>
<p>Swedish response: Yes, they do in varying extent influence how projects are prioritized. For example there are valuated effects of emissions of particles and noise and road safety (saved lives and seriously injured) as a part of the cost benefit analysis. Still, the effect of travel time is often the one single factor that makes a project socioeconomically viable, which is one important factor for prioritizing government measures, especially investments for new infrastructure.</p> <p>On local level the environmental aspects (noise, emissions as well as attractiveness) have a greater influence regarding priority of measures.</p> <p>Livability is often a motive for local initiatives and actions. National funds, delegated to regional level, can be used for cycle paths, noise barriers, road</p>	<p>US response: Most FHWA funds are provided by formula (e.g., based on population) to the States. The States and local transportation agencies have the lead in identifying projects that they want to fund. FHWA ensures that funds are used for eligible activities and that the rules for spending federal funds are followed. All FHWA funding programs have the potential to support walking and bicycling.</p> <p>There is little measurement of the effects resulting from the use of federal funds. FHWA tracks the investment in walking and bicycling projects each year. Other statistics like annual</p>

<p>investments to improve local air quality etc. Actions to improve local and regional connectivity in the transport system have also been initiated by local municipalities hoping that this would support social integration. New tramline is such an example. National funding contribution can formally apply for local tram lines, but so far this has not been the case the last years.</p> <p>However the two biggest metropolitan regions and the state level have concluded on “investment packages” which include a variety of actions, incl. improved public transport and the introduction of congestion tax on private cars in the city center. The state and the regions have negotiated and made an agreement regarding funding and implementation.</p>	<p>roadway fatalities are tracked but are not tied directly to funding. The Safe Routes to School program has collected walking and bicycling data at schools and this data set will allow us to examine how this investment resulted in changes in travel behavior.</p> <p>FHWA recently launched a new research effort to try to quantify the economic impact of making ‘livability’ improvements to a community.</p>
<p>Comparison: The questions differ substantially, which complicates a comparison. Both sides have to consider the state, regional and local level when it comes to implementing livability-related projects. FHWA base their influence on making sure that funds are used for eligible projects. There are similarities in Sweden as national funds are delegated to regional and local level. However, there is also a substantial involvement from the national level in big “investment packages” for the two largest metropolitan regions in Sweden. Also, there seems to be more measurement of effects resulting from the use of federal/national funds in Sweden, than in the US.</p>	

Involvement in transportation decision-making

<p>US question: <i>Who is involved with the transportation decision making process?</i></p>	<p>Swedish question: <i>How do you to create positive synergies as a result from actions, which influence livability for people, but are a result from decisions made within different policy areas, levels or by various groups of actors?</i></p>
<p>Swedish response: The government, and to certain extent also the parliament, set the targets for the development of the transport system (see the text on overall Transport Policy in the answer to question 3). The authorities (such as STA) set up strategies and plan measures aiming at reaching those targets. That is one of the pillars that set the conditions for the national transport decision making.</p> <p>Several changes of planning and decision making processes related to transport were introduced this mandate period. The regional level (regional administrations, regional associations, county councils, county administrative boards – this is a period of</p>	<p>US response: In 2009, US DOT created the Partnership for Sustainable Communities (PSC) with the Environmental Protection Agency (EPA) and Housing and Urban Development (HUD). The PSC established six livability principles, including coordinating federal funding and investment:</p> <ol style="list-style-type: none"> 1. Provide more transportation choices. 2. Promote equitable, affordable housing.

<p>transition) now, accordingly to new law, are to set up plans for public transport services that covers both private and procured public transport. The local level with the municipalities have a strong influence and own the decision making regarding land use and urban planning - house building/location of business activities and similar.</p> <p>The planning legislation on transport, land use and buildings, and on the environment all require transparency, public consultations, advertising and dialogue with stakeholders incl. land owners etc. according to long traditions of democracy. These various acts have been reviewed this year to harmonize better with each other and to speed up the planning process.</p> <p>Also the formal process for economic planning of national investments in the transport system has been revised to allow for an annual revision of the investment plans and improved coordination with the national budget framework. This includes review of actions ready to implement (year 1-3), actions to be prepared for implementation (year 4 -5) and actions to be planned for implementation (year 6 -9). This economic planning process includes dialogue with public sector representatives on regional/local levels as well as with national representatives for NGO: s, industry, operators etc.</p>	<ol style="list-style-type: none"> 3. Enhance economic competitiveness. 4. Support existing communities. 5. Coordinate and leverage federal policies and investment. 6. Value communities and neighborhoods <p>One key aspect of the PSC is to help create synergies for different policy areas in order to advance livability and sustainability. With economic and funding challenges at the Federal, State, and local level, it's more important than ever to try to coordinate policies and funding at different levels of government.</p>
<p>Comparison: The comparative part is mainly the last part of the Swedish reply, which describes the long-term economic planning process which involves a wider group of actors. This is to some extent reminiscent of the Partnership for Sustainable Communities, given its purpose to better coordinate policies. However, there are probably better Swedish examples of similar national coordination efforts than the long-term economic planning process.</p>	

Health aspects

<p>US question: <i>Is human health (e.g., obesity, asthma) considered in transportation decision making?</i></p>	<p>Swedish question: <i>What do you do to include health aspects when determining actions in the transport system? What does the federal level do to influence?</i></p>
<p>Swedish response: The Swedish Government has decided on the overall objective of the Swedish Transport Policy. The objective should be seen as the overall guiding principle for the work of the Government and its agencies in the Transport Field. The Government is able to revise the</p>	<p>US response: Several health-related issues, such as safety, air quality, noise, and active transportation are supported by FHWA programs and policies. In addition, we seek to ensure that transportation</p>

<p>objectives if approved by the Parliament.</p> <p>The Transport Policy objective is divided into two parts: <u>Functional objective</u> (accessibility) and <u>impact objective</u> (health, safety and environment). Human health issues falls within the “impact objective” where a more detailed objective is: <i>The transport sector will contribute to the achievement of other environmental quality objectives and lower levels of ill health.</i> There are other detailed objectives dealing with e.g. pollution, which would have an impact on e.g. asthma. Human Health issues are also considered in the “functional objective” where accessibility for people with disabilities is of major importance. Exactly where the line is drawn between health issues and disabilities is somewhat unclear. Transport Analysis is tasked to evaluate of the Swedish Transport Policy Objective annually.</p>	<p>projects do not adversely impact minority or low-income people.</p> <p>Health issues such as obesity are not <i>directly</i> addressed at the federal level as part of transportation programs. The Federal Safe Routes to School program did emphasize the importance of increasing physical activity and reducing obesity among school children. FHWA also provides information about best practices from agencies, across the country, that are trying to integrate health into transportation decision making.</p>
<p>Comparison: The Swedish answer clearly demonstrates that human health is considered in transportation decision-making in Sweden. There seems to be similarities in the US, but not necessarily as a single strategy concept, rather as a common component in different programs and policies. The US policy of making sure that transportation projects do not adversely impact minority or low-income people is different from the situation in Sweden where there is less emphasis on minority groups. It is evident that both countries have active policies in the field of human health and transport, but they seem to be quite different from each other.</p>	

Livability and a sustainable transport system

<p>This topic does not have comparable questions.</p> <p>The Swedish side asked: <i>How is livability integrated in your efforts to develop a sustainable transport system? How do you do to consider and communicate a balanced economic as well as environmental and social impact of actions in the transport system?</i></p>
<p>US response:</p> <p>There is substantial overlap between livability and sustainability. FHWA recently launched a new sustainable highways tool called INVEST (see: www.sustainablehighways.org). The tool incorporates several aspects of livability (e.g., walking and bicycling, health, and transportation affordability) into its assessment of transportation projects. Sustainability and livability efforts both emphasize considering the ‘triple bottom line’ of society, economy, and environment. The tool is voluntary but was designed to help transportation agencies understand how they can create more sustainable and livable communities. FHWA also provides information (e.g., case studies, best practices, and training) that demonstrate how livability issues have been addressed in communities across the country.</p> <p>More information can be found at: www.fhwa.dot/livability</p>

Involving the public and individuals

<p>US question: <i>How is the public engaged in transportation projects and what other agencies are involved in the process?</i></p>	<p>Swedish question: <i>How do you capture the individual's perspective in the planning of investments and other actions in the transport system? How do you ensure wanted impact on livability in the planning of single projects?</i></p>
<p>Swedish response: Municipalities have, as explained above, public consultations for all planning and land use activities. For the procured public transport the public transport companies as well as the county council try to measure customer satisfaction and identify need for improvements. Some municipalities experiment on local voting over the internet for citizen proposals regarding for example urban development.</p> <p>A pre-condition for a project to be considered as a candidate for national funding is that the preferred solution is decided via a dialogue-based process. All stakeholders concerned should be involved in this process, also local inhabitants (if relevant) and land users. The problem motivating actions is the point of departure for the process.</p> <p>This Action Choice Process is being developed right now. Alternative solutions are to be launched and evaluated thereby following the "4 step principle":</p> <ol style="list-style-type: none"> 1. RETHINK: Can we reroute or influence transport demand? (e.g. charging instruments, urban planning) 2. OPTIMIZE: can we improve service on existing infrastructure? (e.g. maintenance, daily management) 3. IMPROVE: (new lanes/tracks to add capacity or reinvestment/modernization for better performance in existing infrastructure) 4: NEW CONSTRUCTION. <p>Public consultation is part of the formal and legal processes which start when solution is defined and it has been concluded a formal planning process is required and when first political agreements on funding principles are made.</p> <p>Many initiatives derive from local and regional levels, or from the private sector. The access to EU funding for public administration's cross-border research and investigations, as well as the increase of strategic spatial planning and analysis on regional levels, have</p>	<p>US response: There are several requirements in place to ensure that States and Metropolitan Planning Organizations (which represent areas with populations over 50,000) involve the public in transportation decision making. FHWA has also developed materials to help the public understand the decision making process and how they can get involved.</p>

<p>contributed to enhancing the local and regional awareness and initiatives. These include experts in public administrations incl. local municipalities, public transport administrations and external experts. As local and regional planning becomes more strategic, also the local dialogue on strategies and alternative actions has become livelier. Transport is often in focus.</p> <p>During the last years it has become more common to negotiate and conclude on joint funding of investments in transport infrastructure. These agreements are often made between the Transport Administration and a regional administration. Also private cofounding of investments in national transport networks has become more common. The public interest grows as local and regional stakeholders engage in national transport actions. The introduction of congestion tax, and the way this money is spent, is of course a very hot topic in the metropolitan areas concerned.</p>	
<p>Comparison: There are policies in place in each country that ensure that the public is involved. The US answer hints that the requirement does not exist for smaller entities (below 50,000 in population). This differs from Sweden, where there are national legal requirements to involve the public in even the smallest communes.</p>	

Targets, measurements and tools

<p>US question: <i>Are there multi-modal transportation performance targets (e.g. percentage of trips, made by walking, bicycling or transit)?</i></p>	<p>Swedish question: <i>Are federal targets, measurements, tools and evaluation systems applied with the aim to build knowledge on how to increase the share of trips by other means than the private car?</i></p>
<p>Swedish response: Yes there are targets on national level, mainly motivated for environmental reasons (climate). These targets are so far set within the Transport Administration as a result of back-casting study. However, the government has recently appointed a commission expected to come up with a strategy for the Swedish vehicle fleet to become independent on fossil fuels by year 2030. The commission is expected to report their results in a year from now. One detailed objective in the Government's overall objective of the Swedish Transport Policy is: <i>The conditions for choosing public transport, walking and cycling improves</i>. However, in the annual evaluation (for 2011), Transport Analysis concludes that it is difficult to tell whether the conditions for cycling and then indirectly</p>	<p>US response: In the mid-1990s, US DOT established goals to double the percentage of trips taken by walking and bicycling and to reduce the number of fatalities for these modes. We report on the progress towards meeting these goals every 5 years. FHWA oversees clearinghouses for walking and bicycling in general and for safe routes to school to help community members and transportation professionals understand how they can improve walking, bicycling, and access to transit. Through the walking and bicycling clearinghouse we developed a Walk Friendly Communities program.</p>

<p>also walking really improved during 2011. But the result has been different for other years. Most local municipalities have some type of target for bicycle traffic, while targets for pedestrian traffic are rarer.</p>	<p>The program allows cities to submit applications to be recognized for being exemplary places to walk.</p>
<p>Comparison: It is evident that both countries' federal/national levels actively promote walking, bicycling and transit. The US has targets since the mid-1990s. Sweden does not have national bicycle and pedestrian targets which stipulates an increase in percentage, but does have an active policy for improving conditions for both modes. Sweden does have targets when it comes to reducing fatalities though. The replies do not provide sufficient information for comparing evaluation methods.</p>	

Targets at different levels of government

<p>US question: <i>Do the different levels of government (Federal, State, and Local) have performance measures for these issues?</i></p>	<p>Swedish question: <i>What do you do to support a development in line with local/regional goals and policies aiming at improved livability?</i></p>
<p>Swedish response: Modal split for travel is measured, including walking, cycling, public transport and car in several local municipalities. Scenarios and targets are often an important part of the local planning process for new neighborhoods. Studies and investigations are made by local administrations as part of the planning process. Local municipalities can influence travel and transport demand via planning regulation for land use and building permits (location), mobility management, local traffic regulations and technical solutions. However, the national level is responsible for legislation and taxation and private actors define the final location of their activities. Lately it has become more common to discuss/introduce environment performance certification of neighborhoods on a non-mandatory basis (BREEAM).</p>	<p>US response: This is largely left to the State and local agencies to determine. FHWA emphasizes the importance of recognizing that 'one size does not fit all' and the need for public engagement to ensure that communities shape themselves. What fosters a livable community in a rural area may be different from in an urban area. The State and MPO planning regulations describe the need to consider various transportation/community aspects that ultimately pertain to livability.</p>
<p>Comparison: In both countries, the national/federal level is not involved in local and regional goals and policies. In Sweden, the government has a greater ability to steer development via taxation, and has more possibilities to push for changes via legislation.</p>	

Involving the public and sharing of information

<p>1st US question: <i>How is the public involved in and informed of progress on transportation efforts?</i></p>	<p>Swedish question: <i>How is state of art and progress communicated to the public? Where can you as a private person find information about livability and</i></p>
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	<i>sustainability related to conditions in the transport system?</i>
<p>Swedish response: Through the political process mostly, their elected political representatives, the political debate and media. Authorities also inform the public on transport efforts through websites and media. In the planning process as described above for example in the Action Choice Process.</p> <p><u>The national travel survey</u> is produced by Transport Analysis. It contains data on the everyday movements and longer journeys made by Sweden's population aged between 6 and 84 years. The survey also included questions on the individual and his/her household, as well as on the use of communications equipment which can be of significance for the travel. The current survey is performed annually, 2011-2013, on a yearly base sample of 13000. For a fee, municipalities and regions have the possibility to participate in the survey by adding to the sample. This addition has increased the total sample by about 10000 respondents.</p> <p><u>Web-portal:</u> Transport Analysis is tasked to annually evaluate of the Swedish Transport Policy Objective. The Transport Policy objective is divided into two parts: Functional objective (accessibility) and impact objective (health, safety and environment). In order to enhance the evaluation with a current, updated, broader and more in-depth coverage on the development Transport Analysis is currently setting-up a web-portal with data and analyses to be shared with the public accessible through the Transport Analysis web page.</p>	<p>US response: At the federal level, this is often done through web sites such as the clearinghouses mentioned previously. There are various US DOT web sites related to livability as well, such as:</p> <p>www.sustainablecommunities.gov www.fta.dot.gov/about/13747.html www.fhwa.dot.gov/livability/</p>
<p>2nd US question: <i>What reports/statistics are shared with the public?</i></p>	
<p>In general, Sweden has a liberal policy when it comes to the sharing of the government's written material with the public. Few documents are classified. However, when it comes to statistics, the situation is sometimes quite delicate. More details will be provided at the webinar.</p> <p>Trafikanalys (Transport Analysis) is a government agency that is responsible for a variety of tasks in the field of transport policy. One of the major tasks of the agency is to produce official statistics in the fields of transport and communications. All official statistics are shared with the public, but not the raw data. Transport Analysis also provides Eurostat with statistics, this is obligatory. The production of statistics at Transport Analysis includes: modal overviews (sea, air, trucks, rail etc.), travel surveys, commodity flow surveys etc. The statistics are shared both as tables and reports. Transport Analysis also produces a number of reports in various formats since the agency is tasked with providing decision-makers in the sphere of transport policy with advice. One such example is a report on "Commuting in the major metropolitan areas in Sweden".</p>	

Swedish Administrations and departments have a long tradition of making documents available for the general public. This means that in general all papers, protocols and reports are open for anybody to read. The "Principle of Public Access" has a long tradition in Sweden. With the internet it has become even easier to find material via the administration's web sites. Of course business secrets and principles related to fair competition etc. must be managed properly, for instance in the public procurement processes.

IT in transport is rapidly developing. Sweden has had a leading role in the development of a joint European ITS strategy.

Several transport administrations cooperate and share information which is communicated instantly to the public via various communication channels. This applies to the daily management of information and traffic control within the railway sector as well as for the local transport conditions in the metropolitan regions and on the core road network. Development is also fast within logistics for freight transport. Travel planning instruments are available via the internet for public transport. Efforts are made to provide and combine travel planning services from operators in various regions and companies in order to facilitate travel planning for the "whole trip" door to door.

More and more basic data is now available for anybody to see and use as a source of information or as a basis for new types of information services. "Open Data" on transport and traffic is a thrilling challenge for the transport administrations.

Comparison: Since the replies are of such different length, it is very difficult to compare the countries. However, there seems to be evidence of a web-based strategy from the US side where a number of excellent websites inform about livability and the transport system. There are also several web-based tools for state and local planners. In Sweden, Transport Analysis is responsible for producing a number of products in the field of statistics and evaluation. It does seem as if FHWA is not a comparable counterpart in this area. Similar products are most likely produced by another DOT agency.

4 Next steps

There are both similarities and differences between the US and Sweden. The next step should be to decide whether any specific topics are worth exploring further. Both sides have a lot to gain if best-practice in specific areas could be transferred and implemented by the other part of the Memorandum of Cooperation in Sustainable Transportation.

This report is merely a first step as it does not dig deep into each topic. On a number of occasions, replies and questions could be improved if we would like to fully understand each other's situation.

However, such a project would be time consuming, which is why it is probably better to focus our continued efforts, now when we have a better understanding of each other's great ideas, struggles, new projects and interesting products.