About Transportation for America

The transportation system should safely, affordably and conveniently connect people of all means and ability to jobs, services, and opportunity through multiple modes of travel with minimal impact to communities and the environment.
INFOGRAPHIC

Transit Construction Funds Obligated 2017-

Since the Trump administration took office in January of 2017, Congress has tasked the U.S. Department of Transportation (USDOT) with distributing approximately $2.3 billion to build and expand transit systems in cities of all sizes all over the country.

By the middle of 2018—a year and a half into the president’s first term—they had awarded just two full-funding grant agreements for new, multi-year transit projects. While USDOT has since made some laudable progress following a summer and fall filled with pressure from the media, public outrage, and congressional probing, they have still only obligated a small portion of these overall funds to transit projects that have been in the funding pipeline for years.

No more delays. It’s time for USDOT to fulfill its promises, advance these projects through the pipeline in a timely manner, and obligate federal funding for improving and expanding transit.

$2,381,235,410 Appropriated by Congress to USDOT

$1,101,820,958 Awarded to date

TRANSIT PROJECTS AWARDED 2017-18 FUNDING
- Albuquerque, NM Central Avenue BRT (2017 & 2018)\(^1\)
- Bay Area Caltrain Electrification (2017)\(^2\)
- Everett, WA Swift Green Line BRT (2017)\(^1\)
- Grand Rapids, MI Laker Line BRT (2017)\(^1\)
- Indianapolis, IN Red Line BRT (2017 & 2018)\(^1,4\)
- Jacksonville, FL Red Line BRT (2017)\(^1\)
- Kansas City, MO MAX BRT (2017)\(^1\)

TRANSIT PROJECTS AWAITING FUNDING*
- Albany, NY River Corridor BRT\(^1\)
- Albany, NY Washington-Western BRT\(^1\)
- Dallas, TX DART Red & Blue Line Platform Extensions\(^2\)
- Durham, NC Durham-Orange LRT\(^3\)
- El Paso, TX Montana Avenue BRT\(^1\)
- Everett, WA Swift Orange Line BRT\(^1\)
- Indianapolis, IN Purple Line BRT\(^1\)
Shared Micromobility Playbook

PREPARED BY

TRANSPORTATION FOR AMERICA
Changing Demographics

Would you prefer Home A or Home B?

Home A: Detached, Conventional
- Own/rent a detached single-family home; requires driving to shops and restaurants; longer commute
- Millennials: 43%
- Gen X: 50%
- Baby Boomers: 51%
- Silent/Greatest Generation: 47%

Home B: Attached, Walkable
- Own/rent an apartment/townhome; easy walk to shops and restaurants; shorter commute
- Home B: 51%
- Home A: 44%
- Baby Boomers: 43%
- Silent/Greatest Generation: 41%

Actual U.S. Housing Stock:
- Detached: 62%
- Attached/Multifamily: 32%

Source: National Association of Realtors, 2015; U.S. Census Bureau
Changing Demographics

Nuclear Family Households Overtaken by Single Person Households

- 28% Single people living alone
- 25% Couples (no children)
- 20% Adults sharing with other adults
- 20% Nuclear Families (e.g., parents, one or more children)
- 7% Single parent families (one parent with one or more children)

Percentage of Nuclear Family Households:
- 40%
- 35%
- 30%
- 25%
- 20%
- 15%
- 10%
- 5%
- 0%
This is What We are Building
Fiscal Implications of Sprawl

- **1930**: 3.3 million people, 222,000 acres developed
- **1970**: 5.1 million people, 641,000 acres developed
- **2010**: 5.6 million people, 983,000 acres developed
Housing + Transportation Cost

- Municipal: Middletown, DE
- H+T Costs % Income: 53%
  - Housing: 30% Transportation: 23%
- Housing + Transportation Costs % Income
  - Average: 53% Range: 49 - 67

<table>
<thead>
<tr>
<th>Population</th>
<th>Household</th>
<th>Neighborhood</th>
<th>% of Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 24%</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>24 - 34%</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>35 - 44%</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>45 - 54%</td>
<td>3,625</td>
<td>45.1%</td>
<td>55.8%</td>
</tr>
<tr>
<td>55 - 64%</td>
<td>6,532</td>
<td>52.3%</td>
<td>2.6%</td>
</tr>
<tr>
<td>65 - 74%</td>
<td>828</td>
<td>2.6%</td>
<td>0%</td>
</tr>
<tr>
<td>75 - 84%</td>
<td>0</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>85+</td>
<td>0</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Total</td>
<td>17,485</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

- Household: Regional Typical
  - Income: $63,513
  - Commuters: 1.17 workers
  - Household Size: 2.63 people
Core Values

Why American Companies are Moving Downtown
FIGURE 1
Annual state spending on road expansion versus repair, 2009–2011
All dollar figures in billions.

$20.4
$16.5

- Expansion
- Repair

March 2014
## Repair Priorities

<table>
<thead>
<tr>
<th>State</th>
<th>Road expansion and repair</th>
<th>Road expansion</th>
<th>Road expansion as percent of total</th>
<th>Road repair</th>
<th>Road repair as percent of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>$556</td>
<td>$252</td>
<td>45%</td>
<td>$304</td>
<td>55%</td>
</tr>
<tr>
<td>Alaska</td>
<td>$256</td>
<td>$89</td>
<td>35%</td>
<td>$167</td>
<td>65%</td>
</tr>
<tr>
<td>Arizona</td>
<td>$745</td>
<td>$620</td>
<td>83%</td>
<td>$124</td>
<td>17%</td>
</tr>
<tr>
<td>Arkansas</td>
<td>$345</td>
<td>$235</td>
<td>68%</td>
<td>$110</td>
<td>32%</td>
</tr>
<tr>
<td>California</td>
<td>$2,379</td>
<td>$940</td>
<td>40%</td>
<td>$1,438</td>
<td>60%</td>
</tr>
<tr>
<td>Colorado</td>
<td>$404</td>
<td>$215</td>
<td>53%</td>
<td>$189</td>
<td>47%</td>
</tr>
<tr>
<td>Connecticut</td>
<td>$313</td>
<td>$176</td>
<td>56%</td>
<td>$137</td>
<td>44%</td>
</tr>
<tr>
<td>District of Columbia</td>
<td>$106</td>
<td>$0</td>
<td>0%</td>
<td>$106</td>
<td>100%</td>
</tr>
<tr>
<td>Delaware</td>
<td>$160</td>
<td>$113</td>
<td>70%</td>
<td>$48</td>
<td>30%</td>
</tr>
<tr>
<td>Florida</td>
<td>$2,535</td>
<td>$1,223</td>
<td>48%</td>
<td>$1,312</td>
<td>52%</td>
</tr>
</tbody>
</table>
Impact on Transportation
Dangerous by Design

Top Ten Most Dangerous States

<table>
<thead>
<tr>
<th>Dangerous by Design 2016</th>
<th>Dangerous by Design 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida 1</td>
<td>Florida 1</td>
</tr>
<tr>
<td>Alabama 2</td>
<td>Alabama 2</td>
</tr>
<tr>
<td>Louisiana 3</td>
<td>Delaware 3</td>
</tr>
<tr>
<td>Mississippi 4</td>
<td>Louisiana 4</td>
</tr>
<tr>
<td>New Mexico 5</td>
<td>Mississippi 5</td>
</tr>
<tr>
<td>Arizona 6</td>
<td>Georgia 6</td>
</tr>
<tr>
<td>South Carolina 7</td>
<td>New Mexico 7</td>
</tr>
<tr>
<td>Delaware 8</td>
<td>Texas 8</td>
</tr>
<tr>
<td>Texas 9</td>
<td>Arizona 9</td>
</tr>
<tr>
<td>Georgia 10</td>
<td>South Carolina 10</td>
</tr>
</tbody>
</table>
THE TOP 20
Most Dangerous States for Pedestrians
Changing Demographics

Would you prefer Home A or Home B?

Home A: Detached, Conventional
- Millennials: 43% (Own/rent a detached single-family home; requires driving to shops and restaurants; longer commute)
- Gen X: 50%
- Baby Boomers: 51%
- Silent/Greatest Generation: 47%

Home B: Attached, Walkable
- Own/rent an apartment/townhome; easy walk to shops and restaurants; shorter commute
- Home B: 44%
- Baby Boomers: 43%
- Silent/Greatest Generation: 41%

Actual U.S. Housing Stock:
- Detached: 62%
- Attached/Multifamily: 32%

Source: National Association of Realtors, 2015; U.S. Census Bureau
Measure the Right Things
Measure the Right Things

**Atlanta Travel Time**
57.4 minutes

- Extra rush hour delay: 14.8 mins
- Travel time without traffic: 42.5 mins

**Chicago Travel Time**
35.6 minutes

- Travel time without traffic: 24.9 minutes
- Extra rush hour delay: 10.7 minutes
Measure the Right Things

- Jobs accessible:
  - < 15 min: 29,000
  - < 30 min: 293,000
  - < 45 min: 308,000
  - < 60 min: 308,000
  - Final score: 212,000

- Work accessibility (auto):
  - 0 - 100k
  - 100 - 120k
  - 120 - 140k
  - 140 - 160k
  - 160 - 180k
  - 180 - 200k
  - 200 - 220k
  - 220k +
Measure the Right Things
Measure the Right Things

Non-work access (walking)
- 0 - 12.5
- 12.5 - 25
- 25 - 37.5
- 37.5 - 50
- 50 - 62.5
- 62.5 - 75
- 75 - 87.5
- 87.5 - 100
Related outcomes

- **Home values**
  - Median home value (thousands)
  - Non-work access score (walking)

- **Household VMT**
  - Average daily household VMT
  - Non-work access score (walking)

- **Automobile commuters**
  - Non-work access score (walking)
Connect Values to Investments

**PROJECT SCORECARD**

**HB2 Funding the Right Transportation Projects**

I-64 Peninsula Widening

Widen I-64 corridor from 1.55 miles west of Jefferson Ave (Exit 255) to Route 199 west of Williamsburg (Exit 234) with addition of travel lane and shoulder in each direction within median to widen roadway from 4 to 6 lanes.

**App Id: 550**

**Performance**

VTrans Need: East-West Corridor of Statewide Significance

**Project Benefit Score** 24.9

**Final Score**

Statewide Rank 151/287
District Rank 14/40

**HB2 COST**

| 0.4 |

**TOTAL COST**

| 228/287 |

**Congestion Mitigation**

- 45% of score 50%
- Increase in Daily Person Trips 52.3
- Decrease in Person Hours Delay 38.2

**Safety**

- 5% of score 50%
- Reduction in Fatal and Severe Injury 100.0
- Reduction in Fatal and Severe Injury Rate 0.4

**Accessibility**

- 15% of score 60%
- Increase in Access to Jobs 2.7
- Increase in Access to Jobs for Disadvantaged Populations 3.4

**Environment**

- 10% of score 50%
- Air Quality (Total Benefit Value) 0.1

**Economic Development**

- 5% of score 60%
- Economic Development Support (GWP) 35.2

**Land Use**

- 20% of score 100%
- Transportation Efficient Land Use 6.0

**Logos:**

- HB2
- Office of Intermodal Planning and Investment
- DRPT
- VDOT

**Transportation for America Plan for America**
Beth Osborne, Director T4A

beth.osborne@t4america.org
@BethOsborneTA
@T4America