

Transforming Transportation



Making the Health
Connection

Overview

- T4America Background
- Federal Transportation Policy 101
- State of the federal transportation bill
- Transportation Trends



NATIONAL ASSOCIATION OF REALTORS®

The Voice for Real Estate®

Lifting Up What Works

PolicyLink



American
Public Health
Association



NACTO



T4America: Our Vision

Transportation for America believes the 21st century requires a more complete transportation system—one that is smarter, safer, cleaner, and provides more choices for all Americans.

Federal Transportation Policy

- Federal transpo \$\$ about 25% of total
- Federal policy shapes local funding decisions
- Rules by which 18.3 cent/gallon gas tax is spent
- Federal Authorization Acts
 - Passed every 5-6 years by US Congress
 - Creates federal transportation funding programs
 - Historically federal-aid state program



A Healthy Transportation Agenda

1. Make Walking and Bicycling a Priority

- Adopt “Complete Streets” Policy
- Protect dedicated funding for walking & bicycling

2. Reform the Transportation Planning Process

Incorporate measurable targets

Analyze different land use scenarios

Prioritize health & equity

Safe Routes to School



California law 1999

- \$25M/yr for sidewalks & trails
- Grassroots campaign uniting transportation & health interests

SAFETEA-LU law (federal) 2005

- \$200M over 6 yrs for US

Transportation Enhancements



- Approx 1.5% of total bill
- Funds 12 categories of projects
 - 55% bicycle and pedestrian projects
- \$9.4B since 1992

Committees that will author the Bill

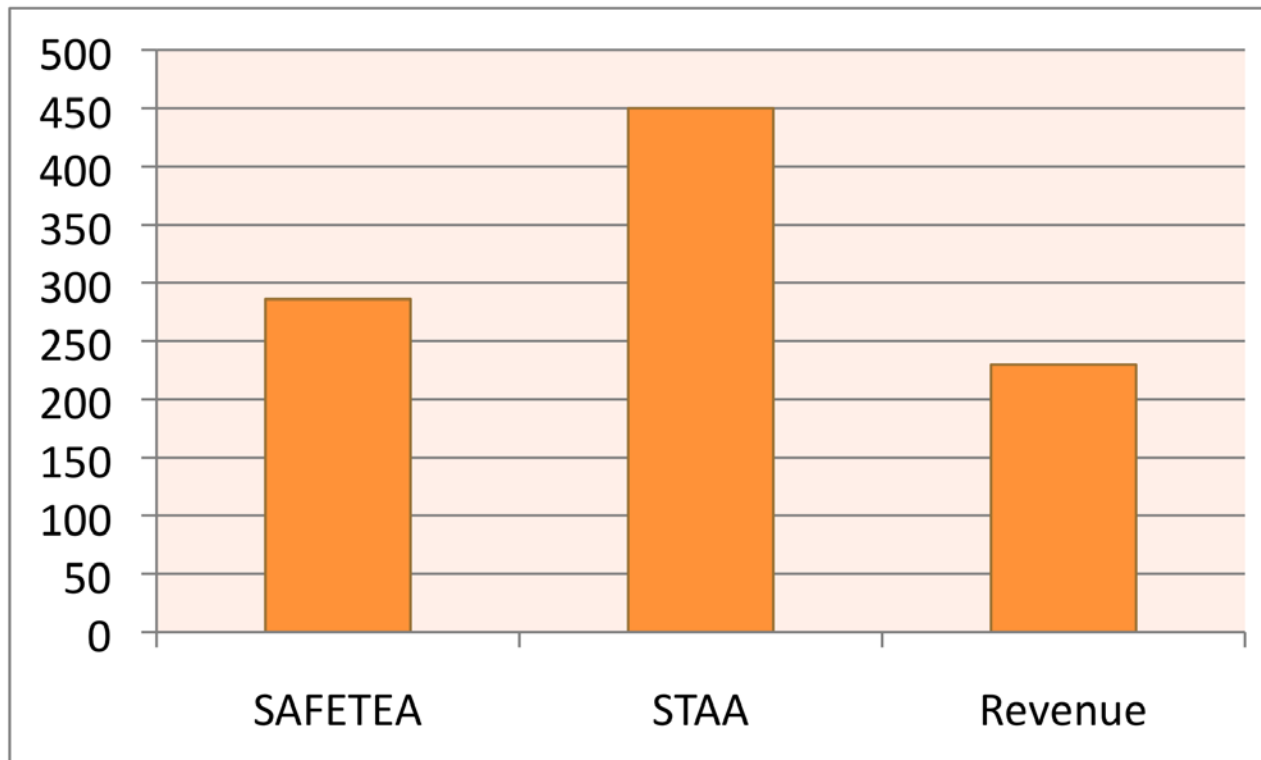
- House Transportation & Infrastructure Committee (T&I)
- Senate Environment & Public Works Committee (EPW)
- Senate Banking Committee (transit title only)



Federal Transportation Spending

1991	ISTEA	\$155 B
1998	TEA-21	\$227 B
2005	SAFETEA	\$286 B
2011?	??	\$230B-\$556B

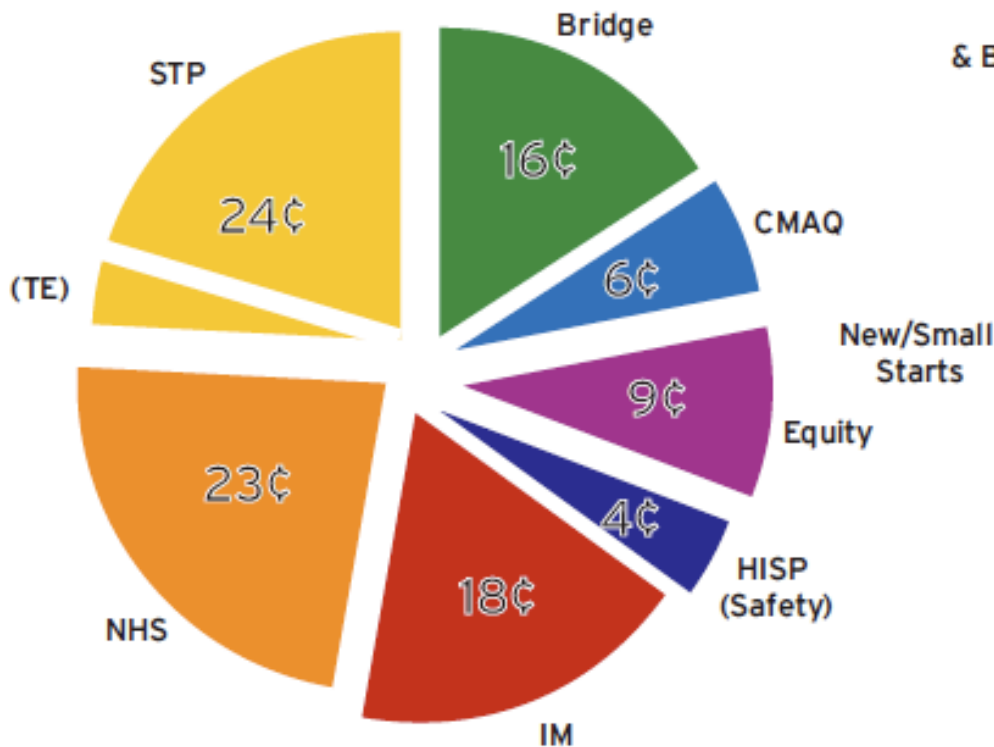
The Money Problem



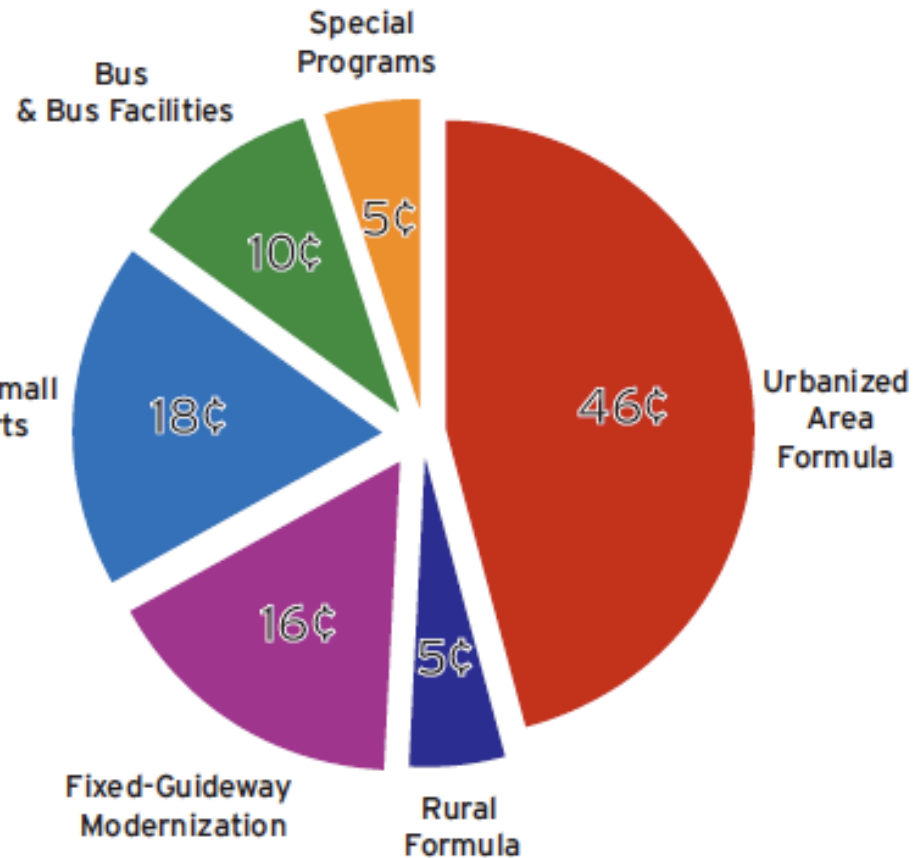
80%

20%

Core Highway Programs (FY '06)



Major Transit Programs (FY '05-'09 Average)



The State of Play on Transpo Bill

- SAFETEA-LU expires March 31, 2012
- House bill – Chairman Mica (R-FL) to introduce soon
 - - flat funding, six year bill, \$280B-\$330B
 - no dedicated pots for walking and biking or SR2S
- Senate bill – Chairman Boxer (D-CA) – Nov 9 markup
 - “flat plus inflation” – Two year bill, \$109B
 - promise of dedicated funding for bike/ped and better planning

Senate EPW Committee

DEMOCRATS	REPUBLICANS
<u>Boxer – CA</u>	<u>Inhofe –OK</u>
<u>Baucus - MT</u>	<u>Vitter – LA</u>
<u>Tom Carper – DE</u>	<u>Barrasso – WY</u>
<u>Lautenberg – NJ</u>	<u>Sessions – AL</u>
<u>Cardin – MD</u>	<u>Crapo – ID</u>
<u>Sanders – VT</u>	<u>Alexander – TN</u>
<u>Whitehouse – RI</u>	<u>Johanns – NE</u>
<u>Udall – NM</u>	<u>Boozman - AR</u>
<u>Merkley – OR</u>	
<u>Gillibrand - NY</u>	

Transportation Trends in DC

Moving away from smaller, specialized programs to:

1. core themes and programs like safety
2. performance measures and data
3. strategic transportation plans & stronger MPOs
4. rewards for new local funding sources
5. Administration's embrace of "Livable Communities"

- Trend 1: emphasis on safety
- Response: make sure bike-ped safety and SR2S are integral parts of “highway safety” – *health outcomes* a longer term proposition

“Complete Streets”



Quote:

"Society today is craving the opportunity to experience a better quality of life and cycling is the perfect answer to meet this need. That is why I want to be a bicycle rider. There is one thing that is holding me back - I don't want to die. In South Carolina that has been a very real concern, and SCDOT is tackling it with determination".

Elizabeth Mabry
Executive Director SCDOT

Table 1: The most dangerous large metro areas for pedestrians (ranked by Pedestrian Danger Index)

Rank	Metro area	Total pedestrian deaths (2000-2009)	Avg. annual pedestrian deaths per 100,000 (2000-2009)	Percent of workers walking to work (2005-2009)	Pedestrian Danger Index
1	Orlando-Kissimmee, FL	557	3.0	1.2%	255.4
2	Tampa-St. Petersburg-Clearwater, FL	905	3.5	1.6%	212.7
3	Jacksonville, FL	342	2.8	1.6%*	177.8
4	Miami-Fort Lauderdale-Pompano Beach, FL	1,555	2.9	1.7%	167.9
5	Riverside-San Bernardino-Ontario, CA	938	2.5	1.8%	139.2
6	Las Vegas-Paradise, NV	421	2.5	1.9%	135.2
7	Memphis, TN-MS-AR	266	2.1	1.6%*	132.6
8	Phoenix-Mesa-Scottsdale, AZ	867	2.3	1.7%	132.4
9	Houston-Sugar Land-Baytown, TX	1,024	2.0	1.5%	128.2
10	Dallas-Fort Worth-Arlington, TX	942	1.6	1.4%	119.4
11	Atlanta-Sandy Springs-Marietta, GA	780	1.8	1.4%	118.8

- Trend 2: performance measures & data
- Response: make sure increase in bike-ped trips is a performance measure – use crash data



PERFORMANCE

Congestion Free Travel on Interstates
Daily Updates



SAFETY

Highway Deaths Since
the Beginning of the Year



CONDITION

Quality of Road Surface



FINANCE

YTD Planned vs. Actual Expenditures
(Variance)

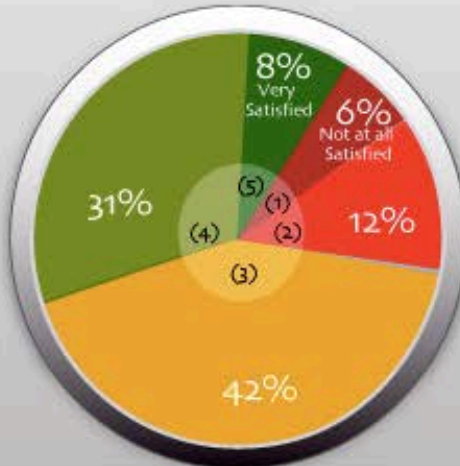
PERFORMANCE

Information on average historical congestion for key routes and locations;
average historical HOV lane performance; incident management



VDOT MANAGEMENT

Management Performance Areas



CITIZEN SURVEY RESULTS

Interaction with the Public



PROJECTS

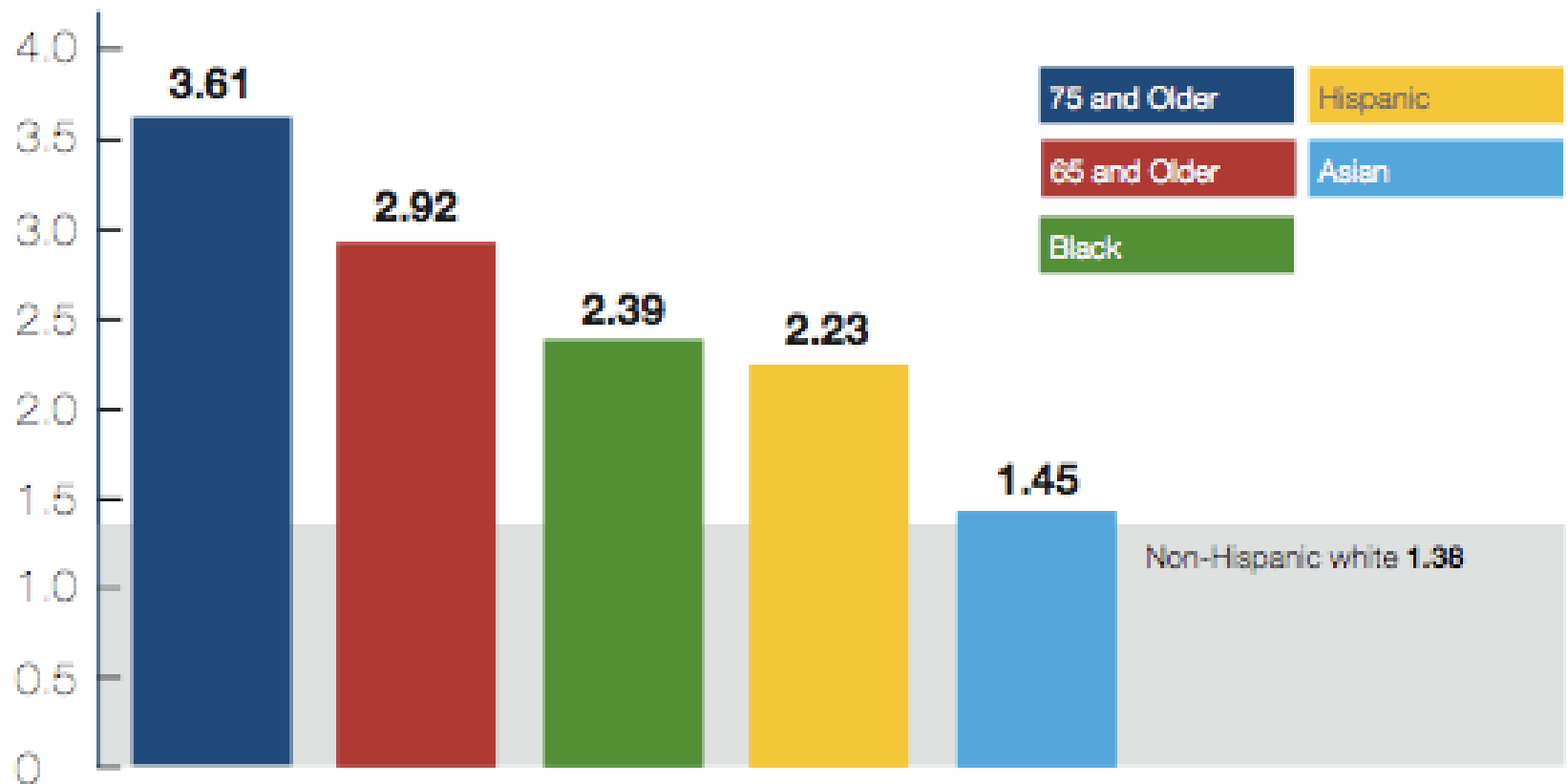
On Time

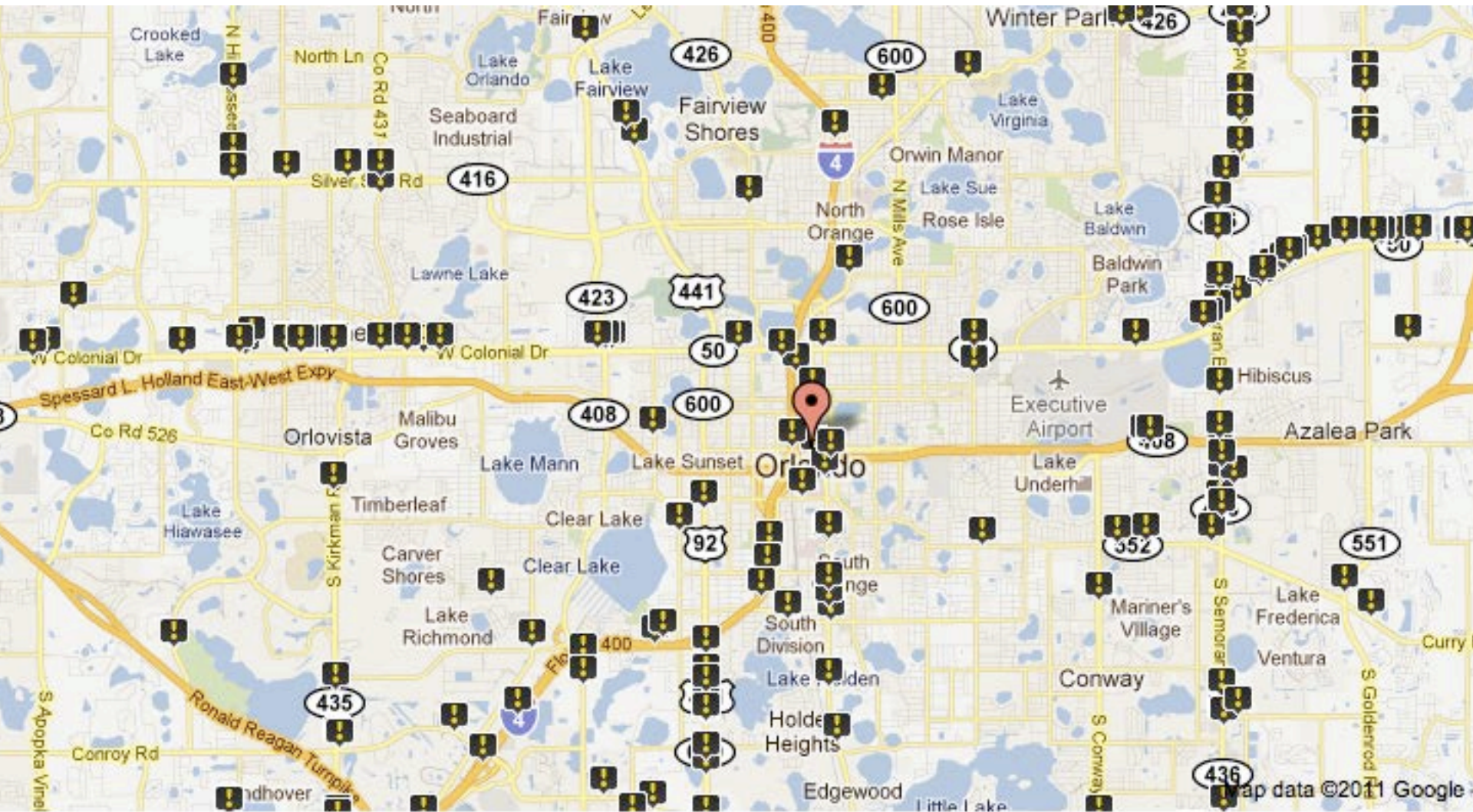
National Performance Targets

- Triple walking, biking, and public transportation usage
- Increase by access to essential destinations by 30 minute transit ride
- Reduce transportation-generated carbon dioxide levels by 40%
- Achieve zero percent population exposure to at-risk levels of air pollution



Pedestrian fatality rate per 100,000 persons by race and age





A collaboration between Transportation for America and culture

- Trend 3: strategic transportation plans and stronger MPOs
- Response: advocate at MPO level; get involved in long range plans; get transportation models to count walk and bike trips

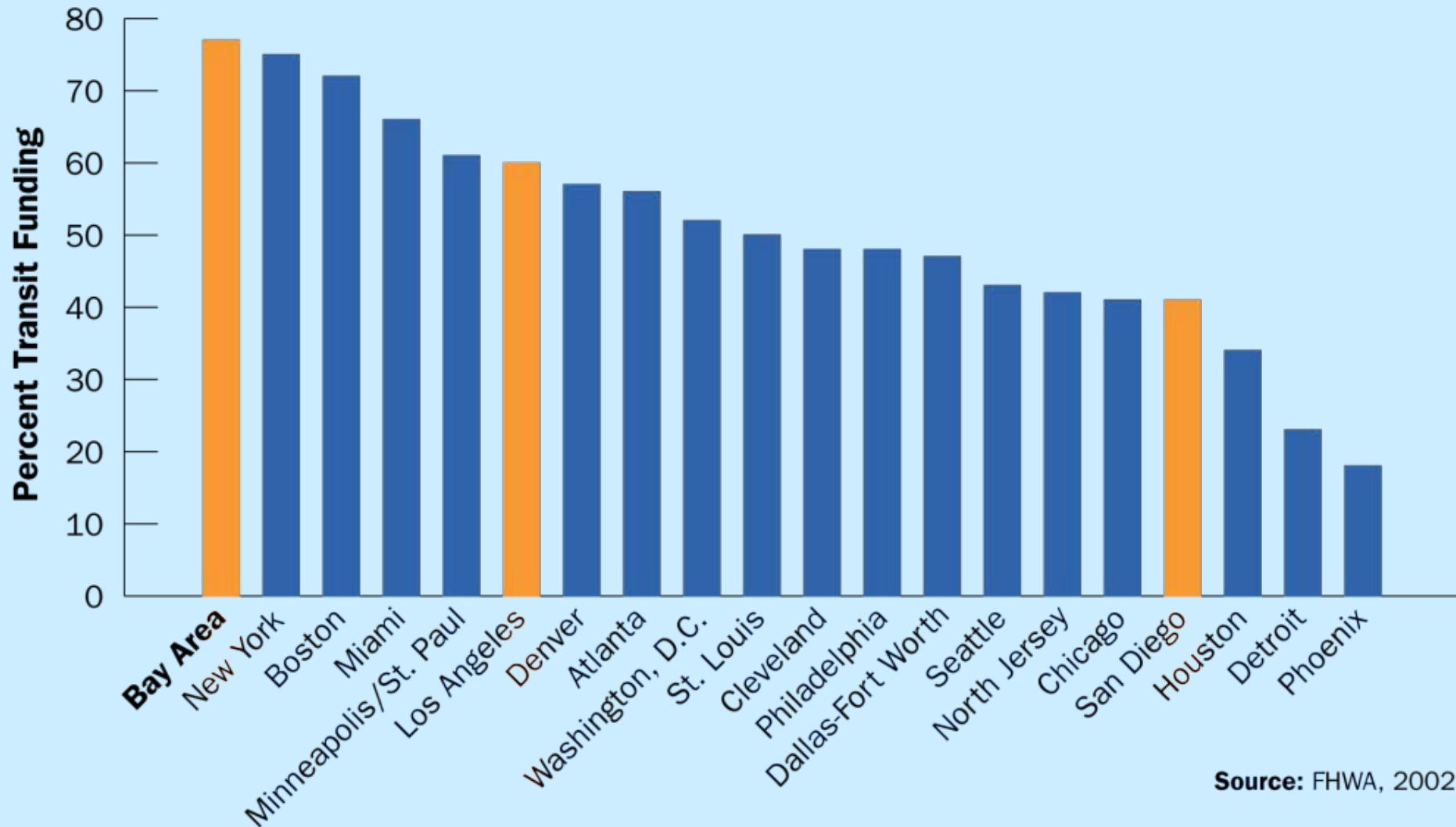
THE KEY TRANSPORTATION PLAYERS

- Feds US DOT
- State State DOT
- Regions MPOs/regional councils
- County transportation agency
- City public wks
- Transit local transit agency

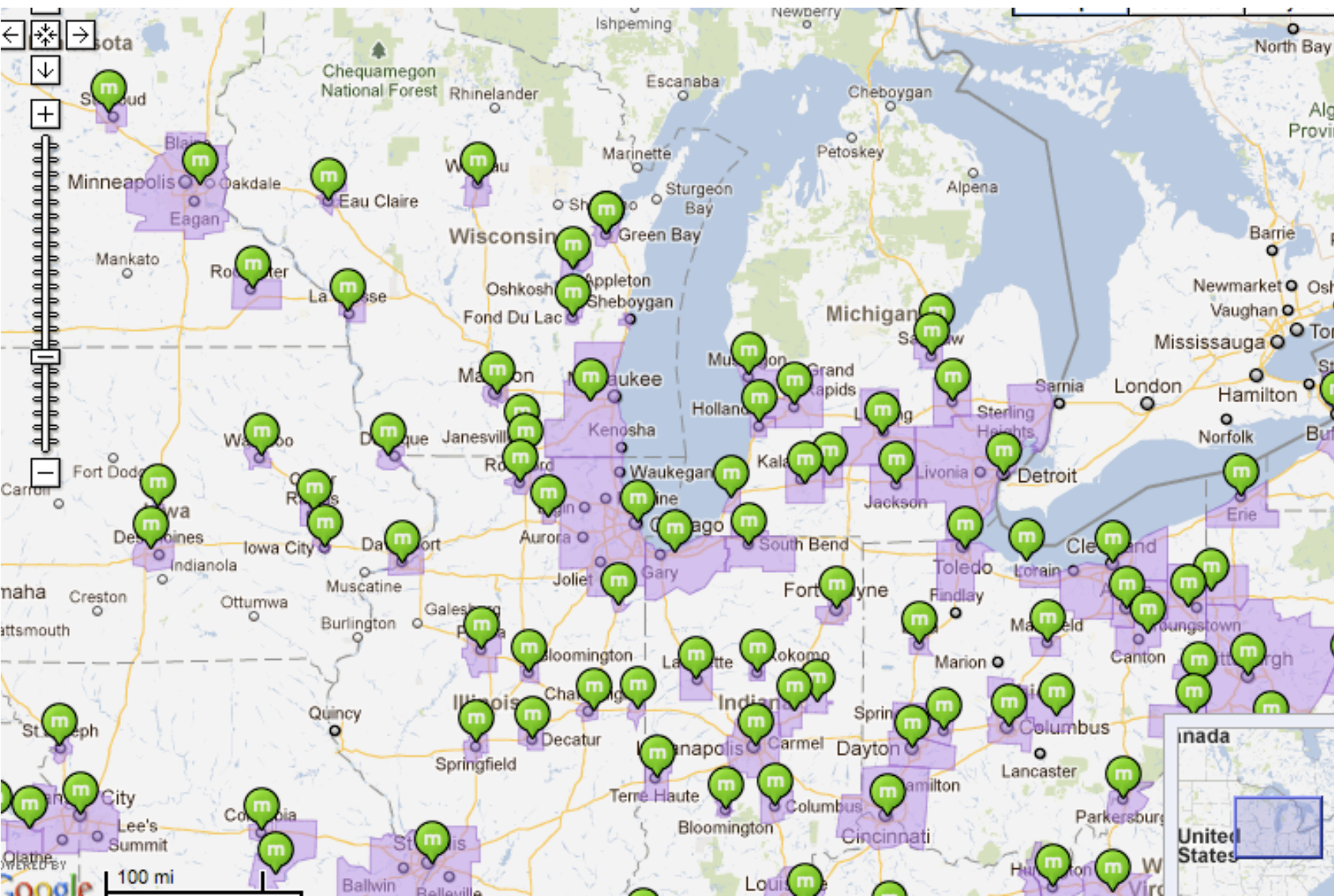
MPOs

- Recognized by federal law in 1962 – 50,000 pop+
- 1991 federal transportation law a big change
- Today roughly 384 MPOs in the U.S.
- Responsibilities
 - 20 year long range transportation plan
 - 4 year TIP – Transportation Improvement Plan
- www.ampo.org

MPOs – Investing in Options



Source: FHWA, 2002



Strategic Transportation Planning

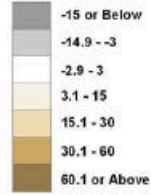
- Planning that integrates the objectives
 - 20 year long range transportation plans
 - Require public involvement in development
- Provides a great tool for local advocates
- Requires “travel models” that are:
 - sensitive to local trips
 - count bike/ped trips
- Only works with alternative land use scenarios
- Portland, Sacramento, Philadelphia MPOs

Delaware Valley Transp Plan

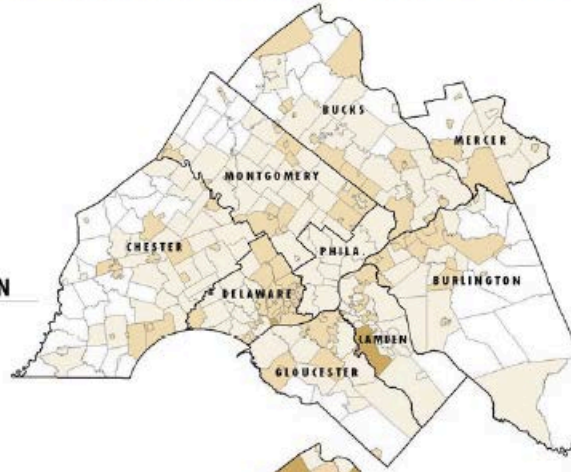


FIGURE 5. PERCENT CHANGE IN NUMBER OF HOUSEHOLDS FROM 2005 TO 2035

**Percent Change
by Municipality**



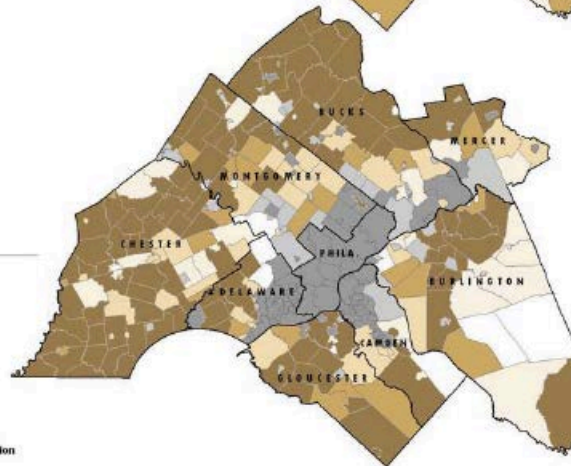
RECENTRALIZATION



TREND



SPRAWL



Delaware Valley Transp Plan

2035 Indicators	Trend	Sprawl	Recentralization
Annual Crashes	64,600	66,600	62,400
Annual Hours of Delay per Capita	27.7	32.9	23.8
NOx Emissions (tons/day)	21.8	22.2	21.1
VOC Emissions (tons/day)	30.7	31.5	29.6
PM2.5 Emissions (tons/day)	1.80	1.85	1.74
Average Annual Household Transportation and Utility costs	\$15,070	\$16,060	\$14,770
Annual Congestion Costs (billions)	\$4.33	\$5.12	\$3.72
Annual Wasted Fuel (millions/gallons)	47.6	62.5	38.6
Supportive Infrastructure Costs per new Housing Unit	\$37,400	\$53,300	\$28,600

Delaware Valley Transp Plan

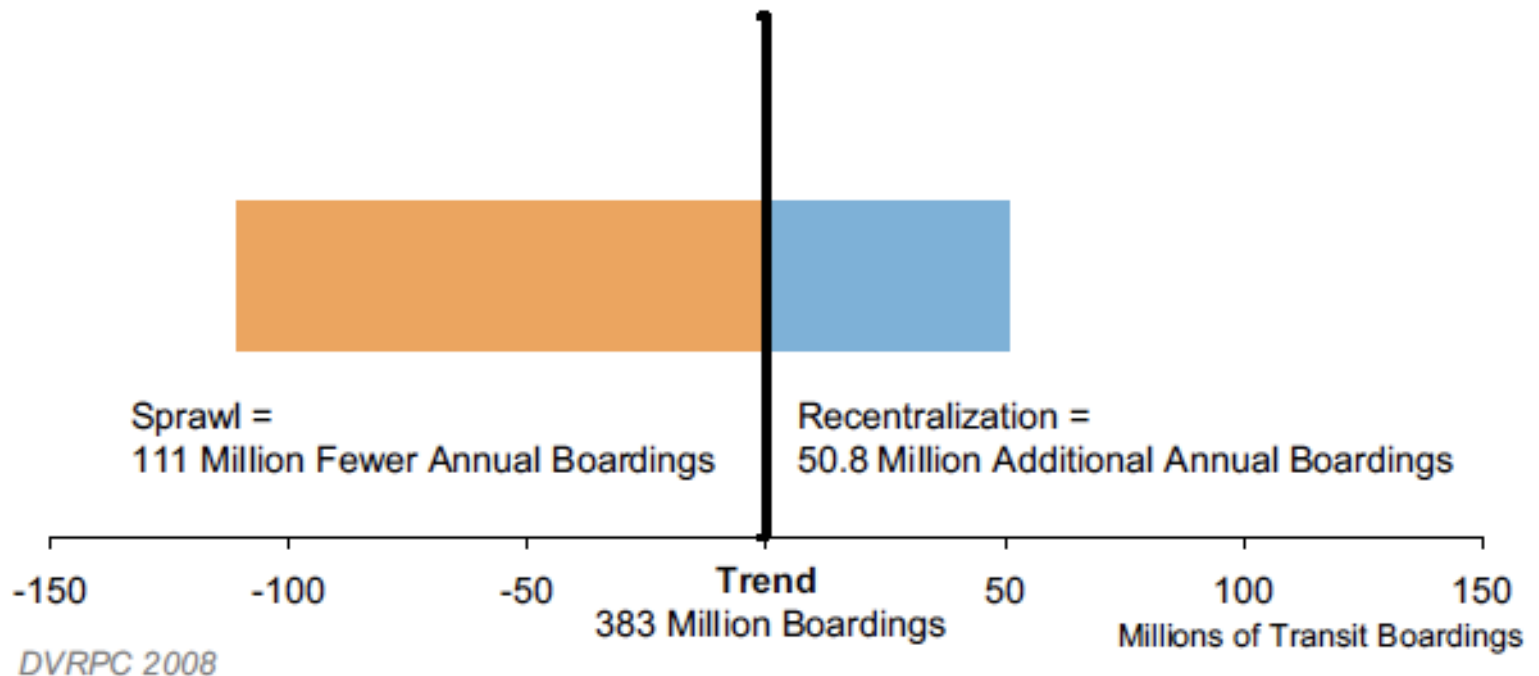
TABLE 13. ALTERNATIVE TRANSPORTATION TRIPS IN 2035

Indicator	Recentralization	Trend	Sprawl
Daily Pedestrian Trips (millions)	1.62	1.52	1.27
Daily Bicycle Trips	156,000	149,000	134,000

DVRPC 2008

Delaware Valley Transp Plan

FIGURE 19. DIFFERENCE IN TRANSIT RIDERSHIP BETWEEN SCENARIOS IN 2035



- Trend 4: rewards for local funding measures
- Response: get involved in local transportation tax measures

Local Funding Measures

- At least half of all states allow local tax measures
- 2010 ballot success rate: 77%
- 2011 ballot success rate: 87%
- Some for public transit exclusively but many vary
 - Contra Costa County (CA) – Livable Communities program, safe routes to school
- Typically counties or cities – not MPOs

- Trend 5: Administration's embrace of Livable Communities
 - Response: apply for LC grants; package SR2S as part of broader LC initiatives

Livable Communities

- New HUD Sust Communities NOFA
 - \$70M Sustainable Com – pre-app due Aug 25th
 - \$30M Challenge Grants – due Sept 9th
- Regional “TLC” Programs with federal funds
 - SF, Atlanta, Denver, DC, Chicago
- Key: Wrap SR2S projects into broader livability
pgm

Opportunities for Engagement

- Meet with or hold events with decisionmakers
 - Walk a child to school day etc.
- Transportation bill implementation
 - Integrating health into performance measures and cost-benefit
 - Emphasis on health benefits
 - Push MPOs to do more strategic transp planning
 - Advocate for creation of Livable Communities programs
 - Help craft & support local transportation funding measures

THE PAST

THE FUTURE

Gas Tax

VMT fee

Pricing new road capacity
Value Capture for Transit

Transportation planners focused
on congestion and safety

Transportation planners focused
on accessibility, health as an
outcome

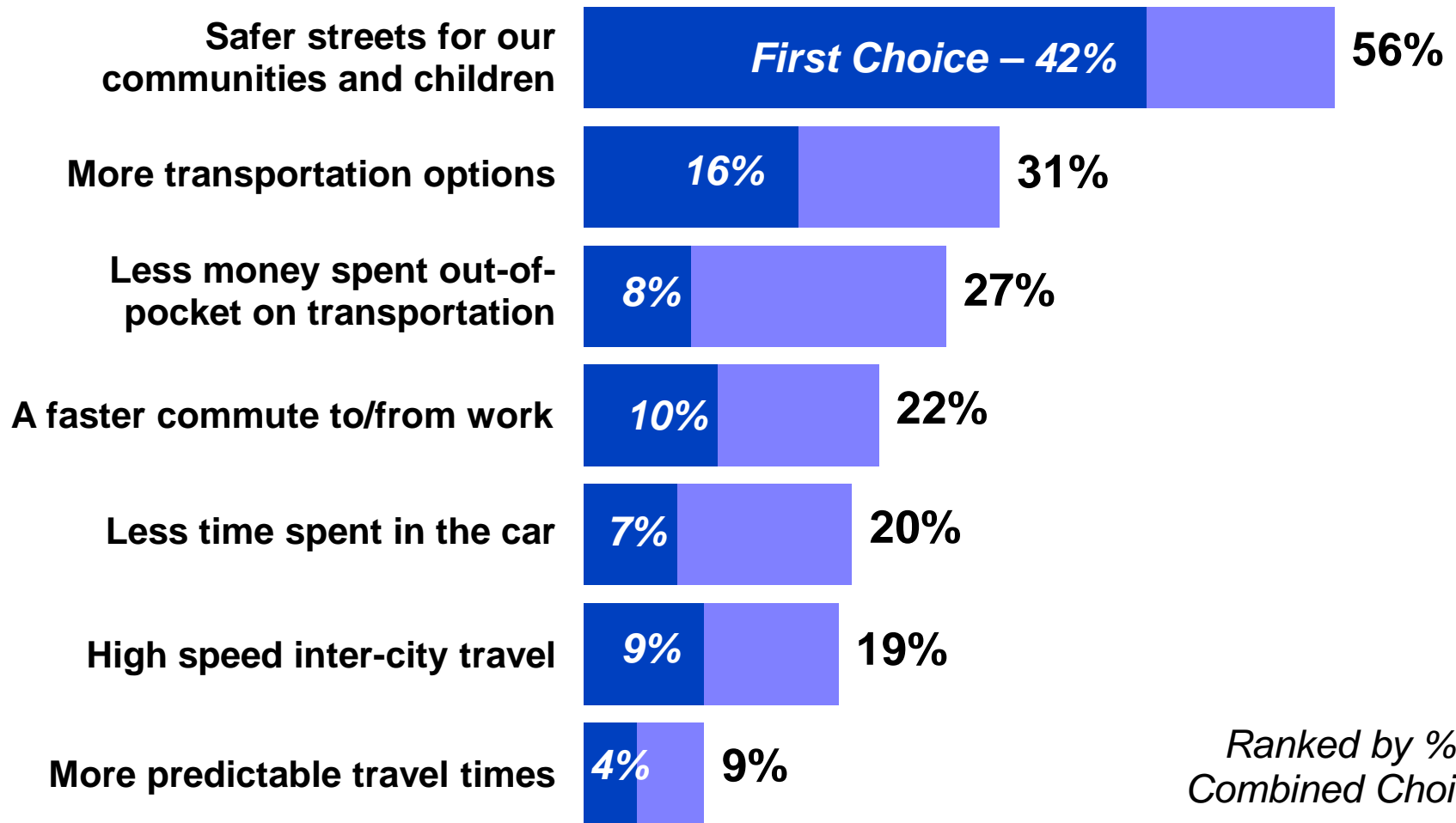
Single Interest Coalitions
Representing Transportation

Multiple Stakeholders including
environment, equity, health

Measure of progress = how
much you spent on
transportation

Measure of progress = crash
reduction, cost reduction, health
improvement

By a significant margin, Americans say safer streets should be the primary objective of increased infrastructure investment.





Work with Us!

Join us at t4america.org

