

Smart Growth America
Making Neighborhoods Great Together

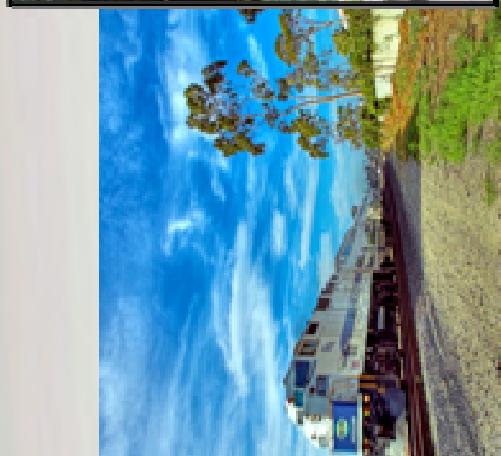
Getting Better Environment and Health Outcomes From Transportation

October 2011

\$26 Billion in Flexible Transportation Dollars



Lowell Elementary School
Interstate 95, just north of I-295, on Thursday. A proposal for the interchange to
through-to-motorist friendly bridge swap with I-95 and I-295 currently under whether it's feasible.



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“Recent Lessons From The Stimulus: Transportation Funding and Job Creation”

Amount Allocated to:

- | | | |
|--------------------------------|-----------------|---------|
| Road preservation projects | \$15.7 billion | (58.9%) |
| Road new capacity projects | \$8.9 billion | (33.5%) |
| Ped, bike, streetscape | \$1.04 billion | (3.9%) |
| Public transportation projects | \$462.8 million | (1.7%) |
| Other, including | \$529.0 million | (2.0%) |
- Freight rail
 - Maritime
 - Aviation



ARRA Required Unique Reporting

- “We will use the transportation funding in the Act to deliver jobs and restore our nation's economy.”



- -Transportation
Secretary Ray LaHood

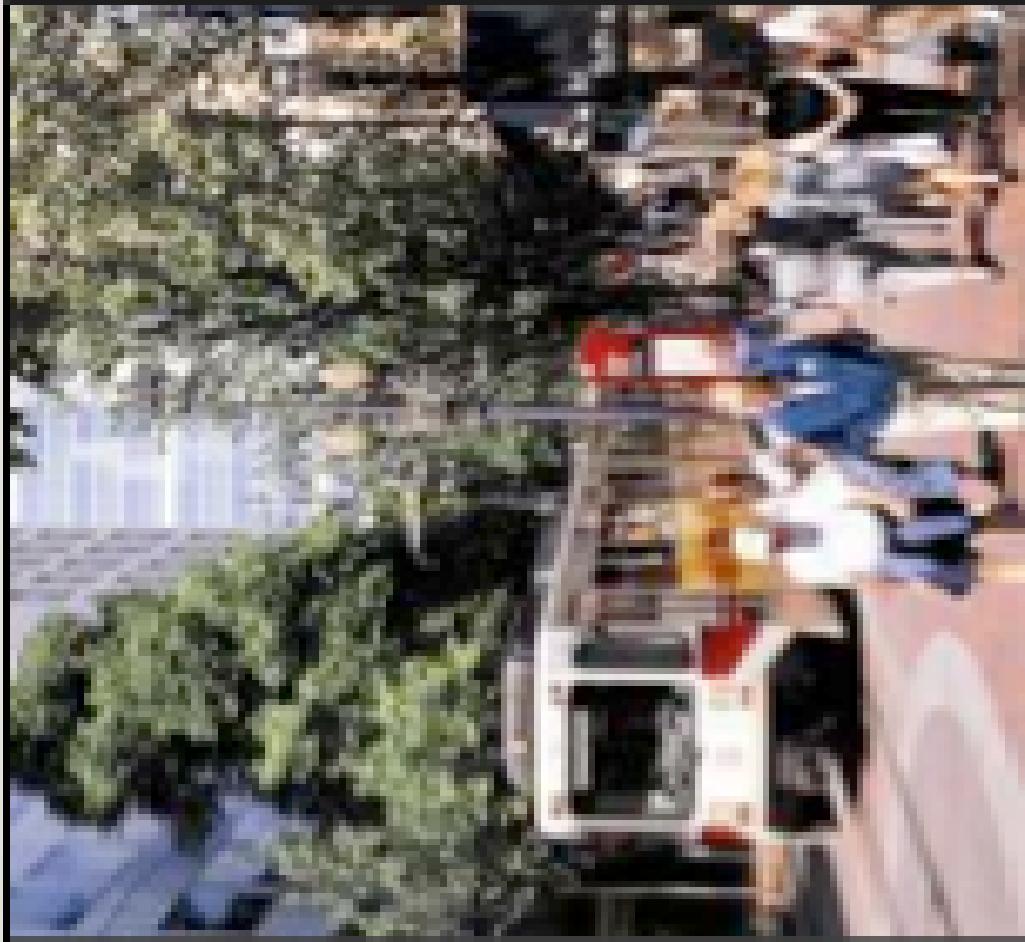
What We Knew Going In

- Compared to new roads repair and maintenance create 16% more jobs
- Transit creates 31% more jobs



Top Job Creating Activity: Transit

- An ARRA dollar spent on public transportation is yielding 70% more job hours than an ARRA dollar spent on highways.
- Transit \$ spent just as fast as road money



What Kind of Hole are You Digging?

Nicole Gelinas, fellow, Manhattan Institute:

“They say public transport creates more jobs per dollar spent versus new things,” Gelinas says. “I’m all for public transport where there’s the density, but I don’t think the emphasis should be on job creation. It should be, does the economy need this?”

-Geoff Anderson
President and
CEO of Smart
Growth America

Crumbling Infrastructure

- 18,772 bridges on state and interstate systems are rated “structurally deficient by the US DOT and are “unsafe” according to the American Society of Civil Engineers
- 1/3 of major roads are in poor or mediocre condition
- More than 1/4 of urban roadways are in poor



Fixing and Maintaining is a Good Investment



- Prevents reconstruction later, which costs 4 to 14 times as much;
- Saves an average of \$335 on damaged tires, suspensions and reduced fuel efficiency

Some States Focused on the Backlog

	% of total road spending allocated to: ³	Percent of roads not in "Good" condition
System Preservation Capacity	New Capacity	Capacity
Vermont	100%	0%
Maine	100%	0%
New Jersey	100%	0%
S. Dakota	100%	0%
Connecticut	100%	0%



Need for System Preservation

	% of road\$ on repair	% of roads not in "good" condition	% of roads	Number of structurally deficient bridges
Arizona	48%	32%	65	
Virginia	46%	54%	1,054	
Tennessee	46%	29%	300	
New Mexico	45%	36%	243	
Hawaii	45%	90%	51	
Louisiana	40%	62%	675	
Texas	27%	59%	421	
Kentucky	26%	45%	573	
Florida	23%	24%	60	
Kansas	19%	25%	71	
Arkansas	19%	62%	285	

Declining returns on new capacity

Annual rate of return, by investment

	1950s	1960s	1970s	1980s
Total highway capital	35%	35%	16%	10%
Non-local highway capital	48%	47%	24%	16%

Source: Eno Transportation Foundation 1996

Better understanding transportation investment

Annual rate of return, by investment: Cincinnati, OH

	Total cost	Total benefits	Net benefits	Internal rate of return
Bus improvement, region-wide	\$522	\$1,141	\$619	27.1%
Light rail, region-wide	\$6,218	\$10,784	\$4,566	8.7%
New highway capacity	\$1,209.1	\$1,365.2	\$156.1	4.9%

Dollar figures in millions.

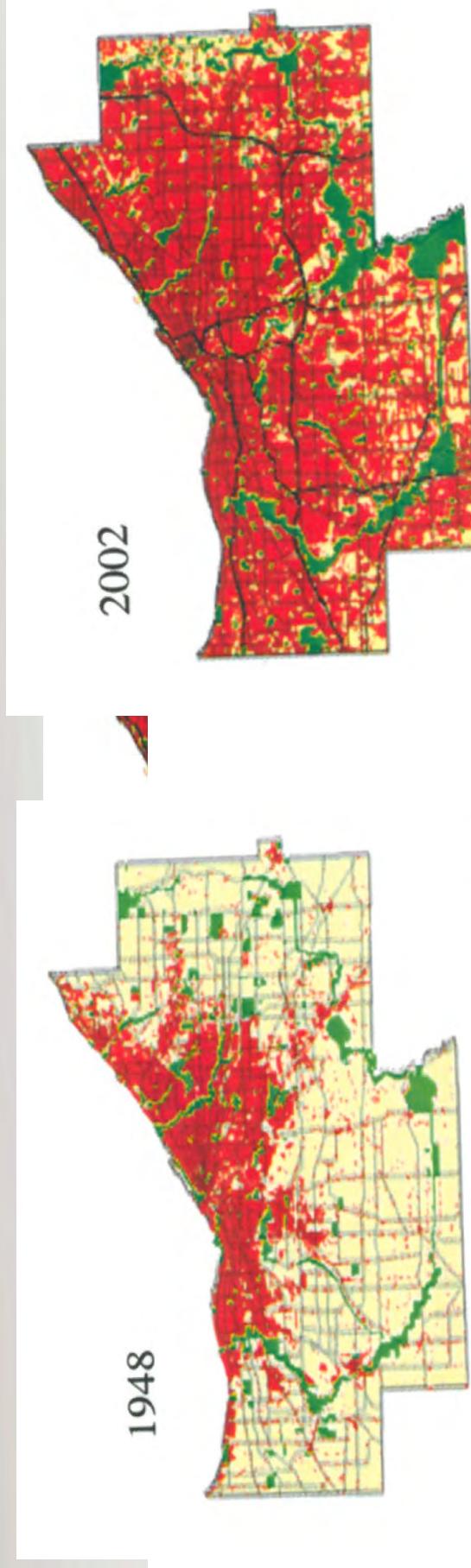
Better understanding transportation investment

Annual rate of return, by investment: Atlanta, GA

	Incremental investment	Cumulative investment	Incremental returns	Cumulative returns	Cumulative ratio
Transportation demand management	\$0.22 B	-	\$40 B	-	182.0:1
Connecting infrastructure	\$26.00 B	\$26.22 B	\$40 B	\$80 B	3.1:1
Doubling down on congestion	\$17.20 B	\$43.42 B	\$10 B	\$90 B	2.1:1
Better coordination w/ development patterns	\$0	-	-	\$39 B	
Total direct return (all investments)	-	\$43.20 B	-	\$129 B	3.0:1



Cleveland: Same Population



1950: 1,389,582 2002: 1,393,978

Source: TTI	1982	2007
% peak VMT congested	10	28
% of land miles w/ congestion	10	23
Number of rush hours	3	5
Freeway and arterial miles	2420	4490

So Much for the Data...

What do People Think?

SGA Poll by Hart
Research:

91% of voters believe
that maintaining and
repairing our existing
roads and bridges
should be the top or a
high priority for state
governments.

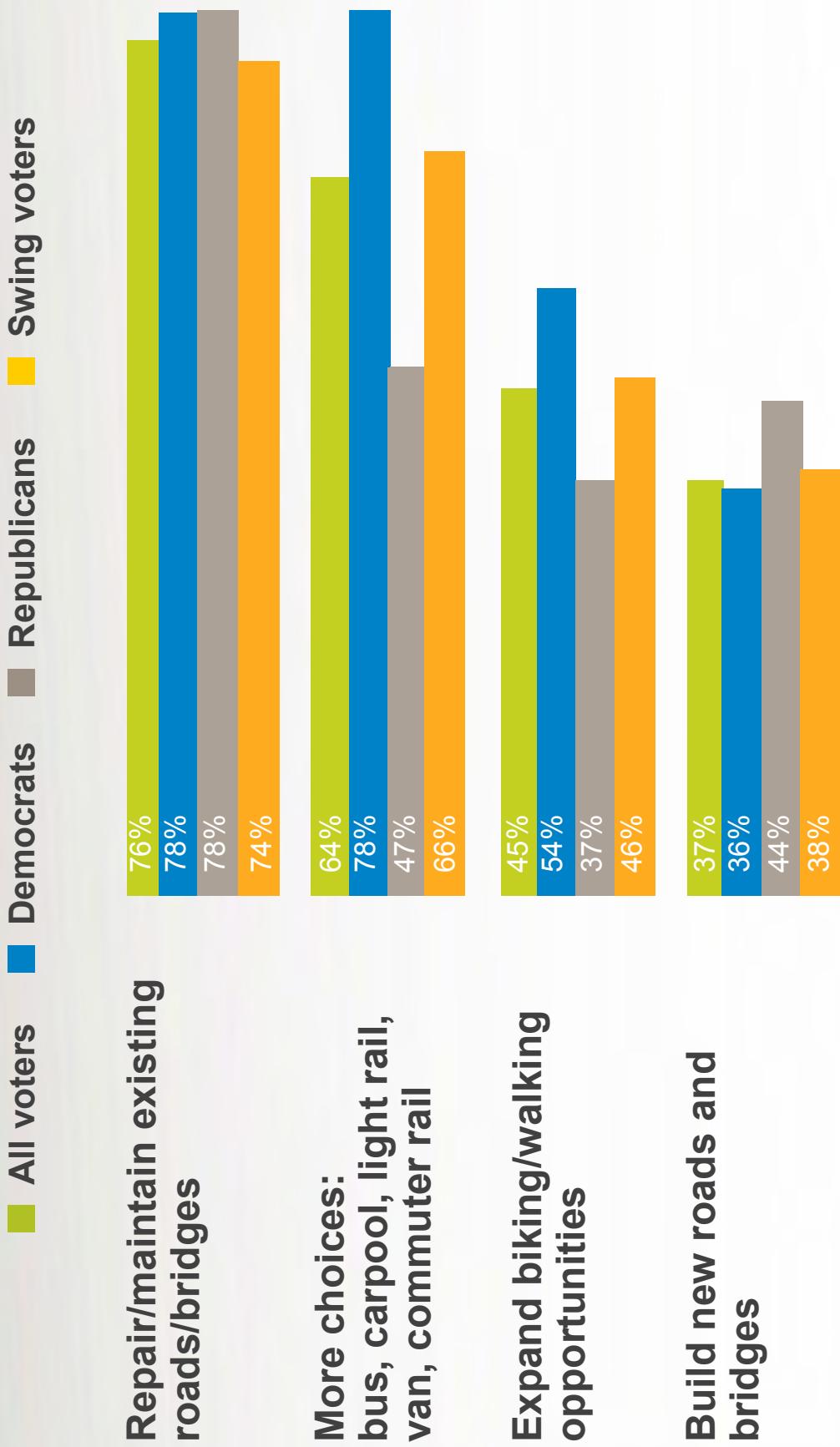
STANDING CHARGE - TRUCKEE

SO OUR
ROADS AND
BRIDGES ARE
10TH WORST
IN THE NATION.
THAT'S NOT
SO BAD.



Priorities for transportation funding align with perceived value for the cost

Percentage of voters who believe each would be a good value for the cost



A majority side with more transportation options as a solution to traffic congestion

Traffic Congestion Statements

Some people say that we need to improve public transportation, including trains and buses, and make it easier to walk and bike to help reduce traffic congestion.

59%

38%

Other people say that we need to build more roads and expand existing roads to help reduce traffic congestion.

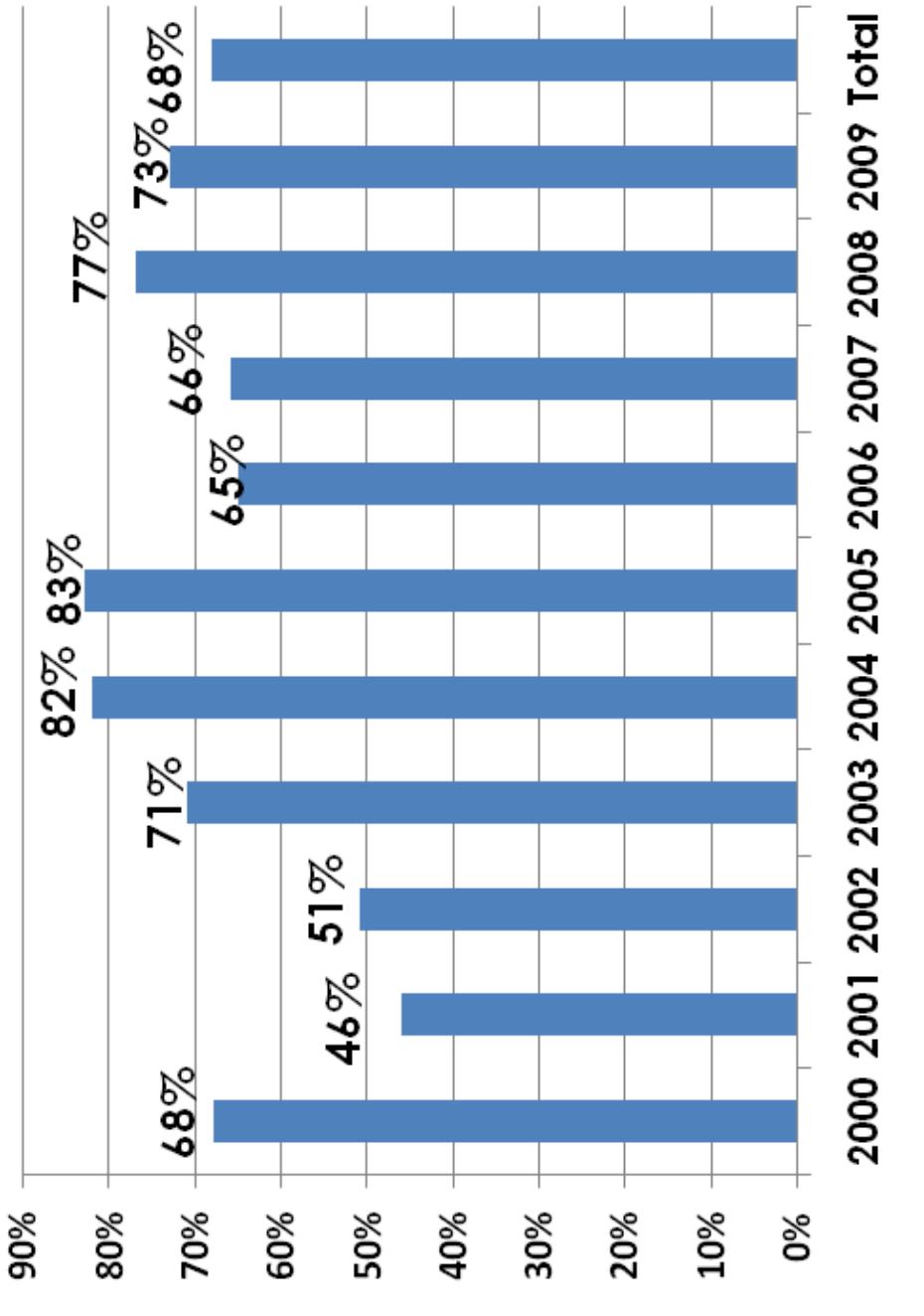
2010 National Poll conducted by POS/FM3

82%	“the United States would benefit from an expanded and improved public transportation system, such as rail and buses.”
66%	“would like more transportation options”
52%	willing to increase their own taxes in order to expand and improve public transportation

Transportation Choice Wins at the Ballot Box

- Almost a 70% approval rate for transportation measures (twice the rate of all ballot measures)
- Success across region, population, party affiliation
- But it takes a sustained and dogged public education effort to get to yes

Percentage of Transit Ballot Measures Approved





TRANSPORTATION

for America

Executive
Committee

- Reconnecting America
(co-chair)
- Smart Growth America
(co-chair)
- Action! For Regional Equity
- America Bikes
- American Public Health Association (APHA)
- Apollo Alliance
- LOCUS: Responsible Real Estate Developers and Investors
- National Association of City Transportation Officials (NACTO)
- National Association of Realtors
- National Housing Conference
- Natural Resources Defense Council PolicyLink
- Surface Transportation Policy Partnership (STPP)
- Transit for Livable Communities (TLC)
- US PIRG

THE PAST

Where do you want it?

What are all the different ways of solving this transportation problem

Funds distributed with little accountability

Accountability for outcomes and more competitive programs

Diverting maintenance to build new

Maintenance with retrofits

Slow project delivery with lots of environmental paperwork

Faster project delivery with better environmental results

THE FUTURE



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



Flickr user: karoli



Flickr user:

S. 332 – Rockefeller/Lautenberg

Don't Wait for a New Bill

Money is Still Flexible and
is Programmed Annually:



- Push for fiscal responsibility by pushing state of good repair
- Demand clear goals for new transportation spending
- Look at all options with transparent evaluation

Historically, states have not made transportation policy or spending decisions based principally on data analysis or cost-benefit comparisons of different options. A December 2010 report by the U.S. Government Accountability Office (GAO) found that “only a select few states have made significant attempts to integrate performance measurement into their statewide planning process to inform investment decisions.”

-Pew Center on the States

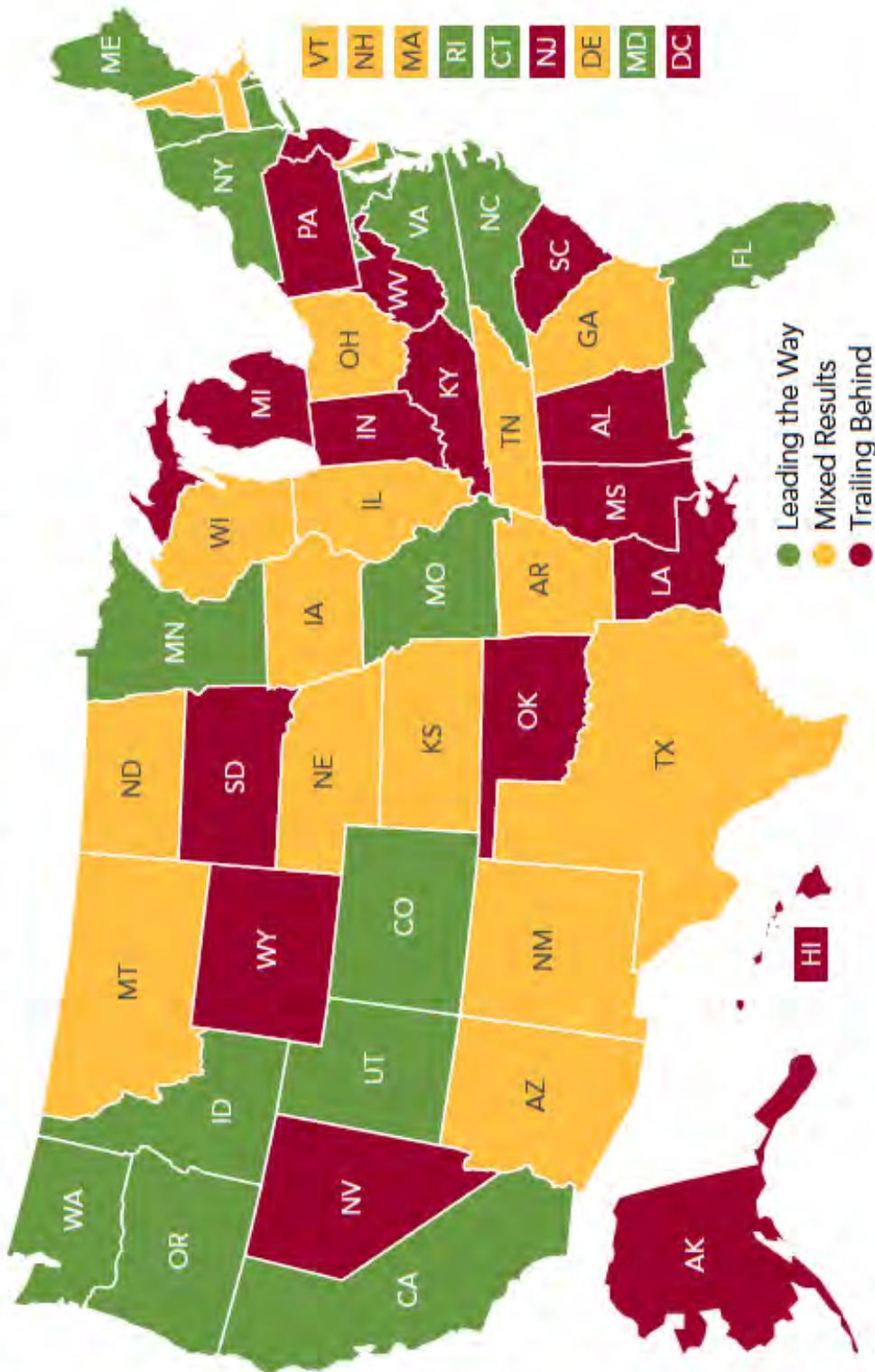
States Incorporating Environmental Measures



SOURCE: Pew Center on the States and the Rockefeller Foundation, 2011.



Where States Stand: Environmental Stewardship



Environmental stewardship. The effect of the transportation system on energy use and the natural environment.

SOURCE: Pew Center on the States and the Rockefeller Foundation, 2011.



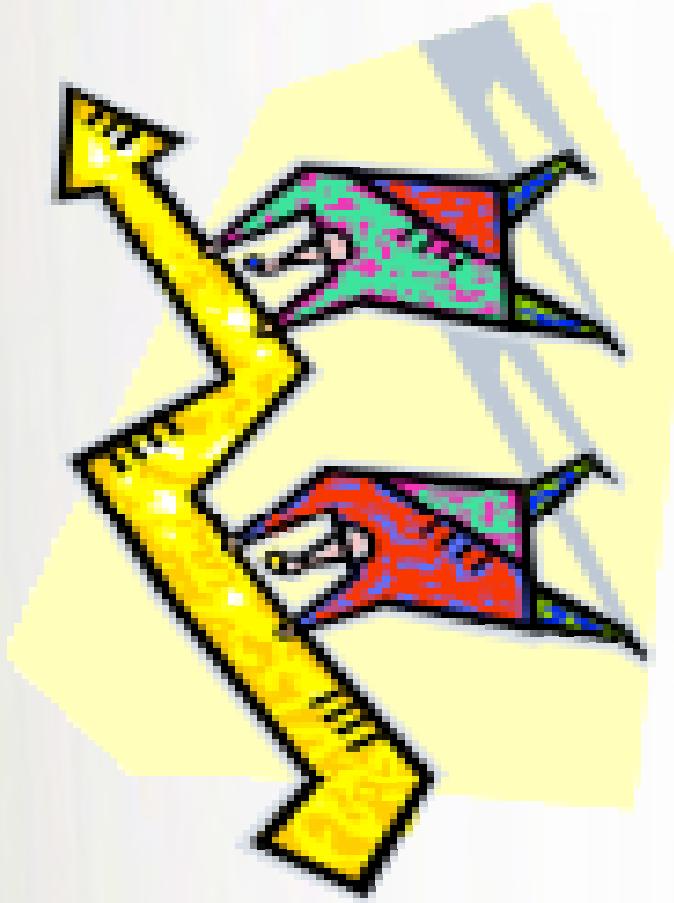
Maryland

- Measures VMT effect of Park and Ride
- Energy impacts of greening transit fleet
- Tracks reductions in transportation-related emissions, including GHGs, some broken down by region and by type of emission, and sets short- and long-term targets.



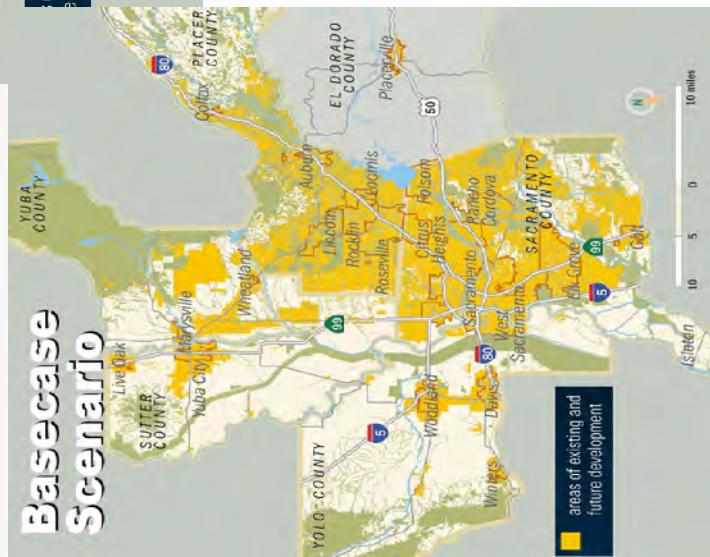
New York

- Emphasizes reducing greenhouse gas emissions by 2050.
- Tracks daily VMT by
 - purpose of trip
 - per capita by urbanized areas,
 - changes in the type of vehicles
 - per capita fuel consumption.
- Compares year over year performance



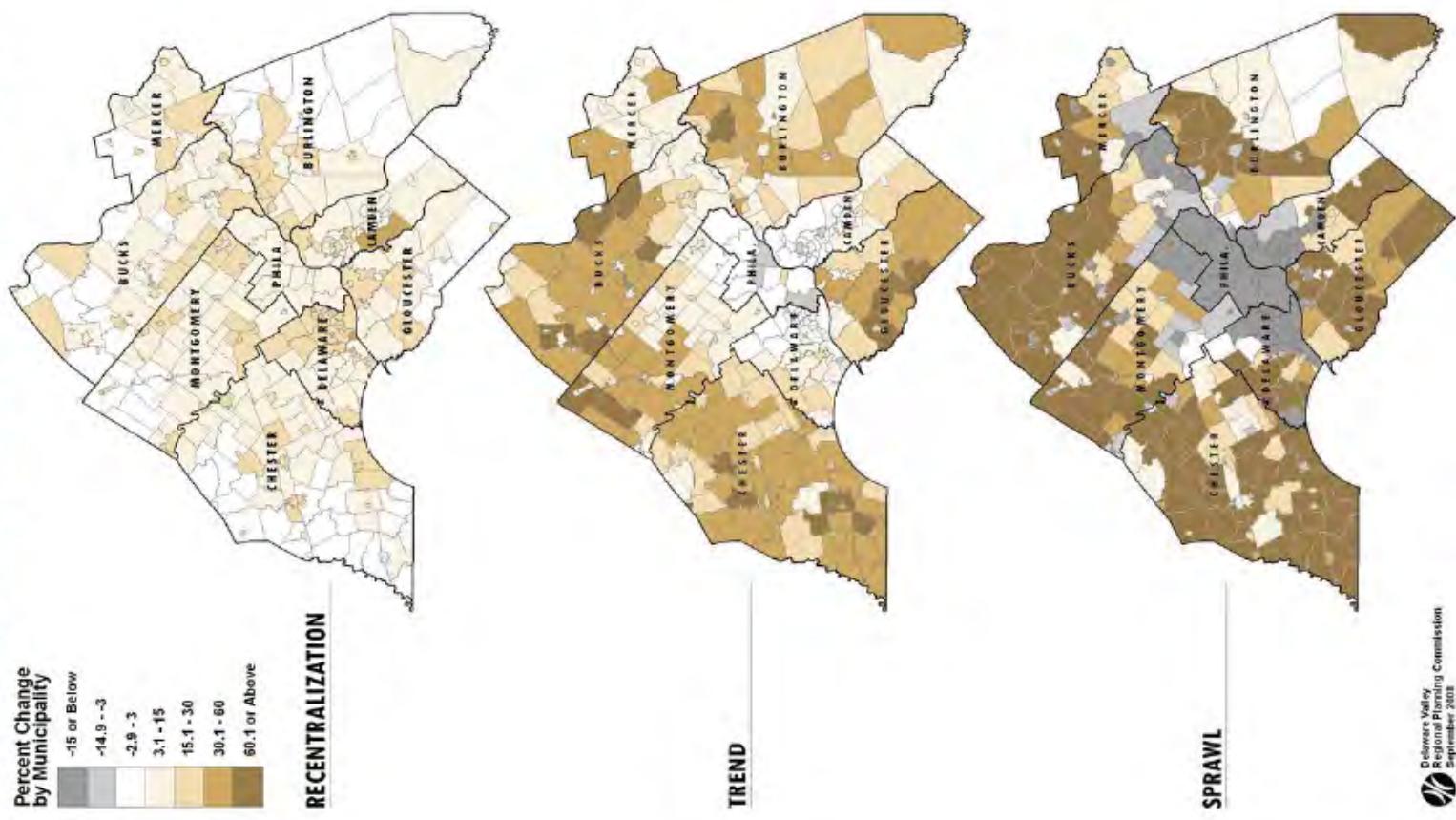
Strategic Transportation Planning

- Planning for multiple objectives
- Provides a great tool for local advocates
- Requires “travel models” that are:
 - sensitive to local trips
 - count bike/ped trips
- Brings in alternative land use scenarios
- Can include different health and environment measures



Delaware Valley Transp Plan



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

Delaware Valley Transp Plan



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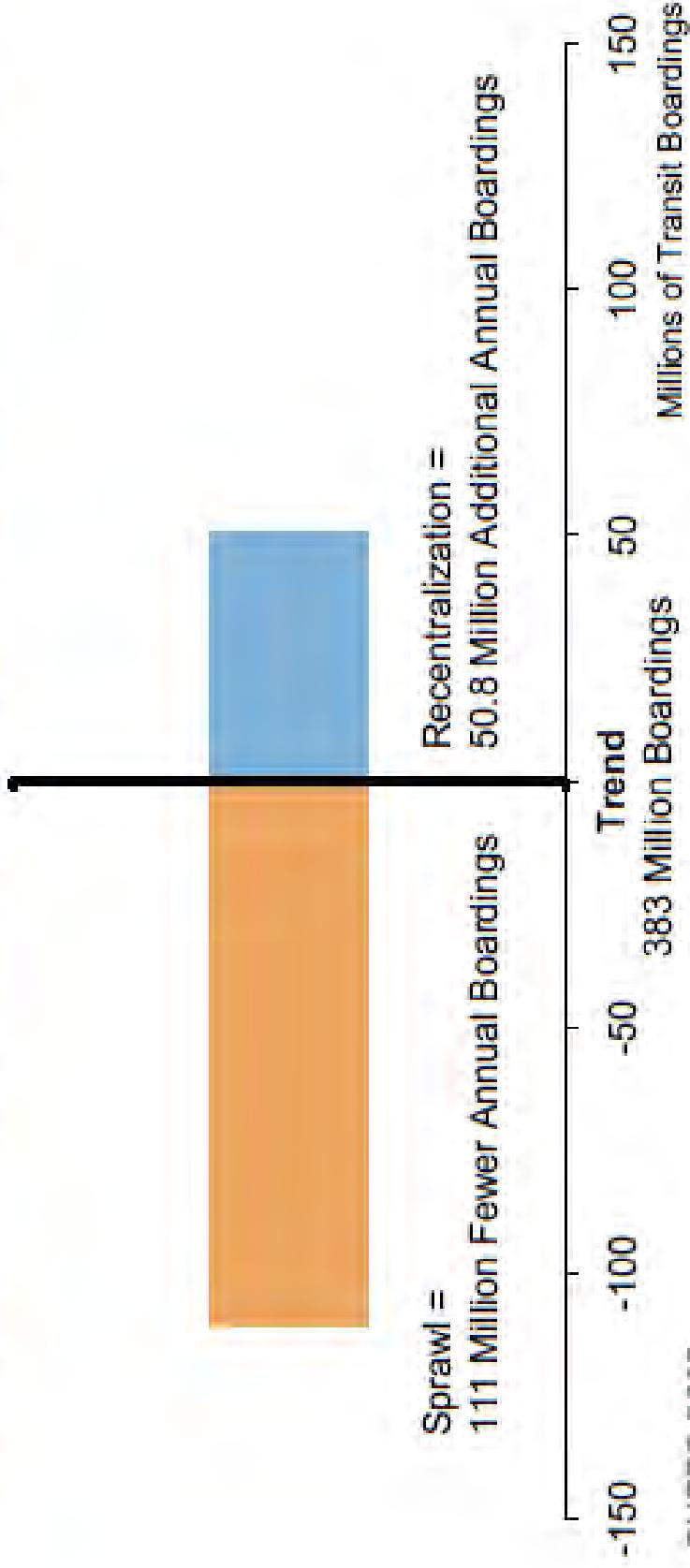
TABLE 13. ALTERNATIVE TRANSPORTATION TRIPS IN 2035

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			



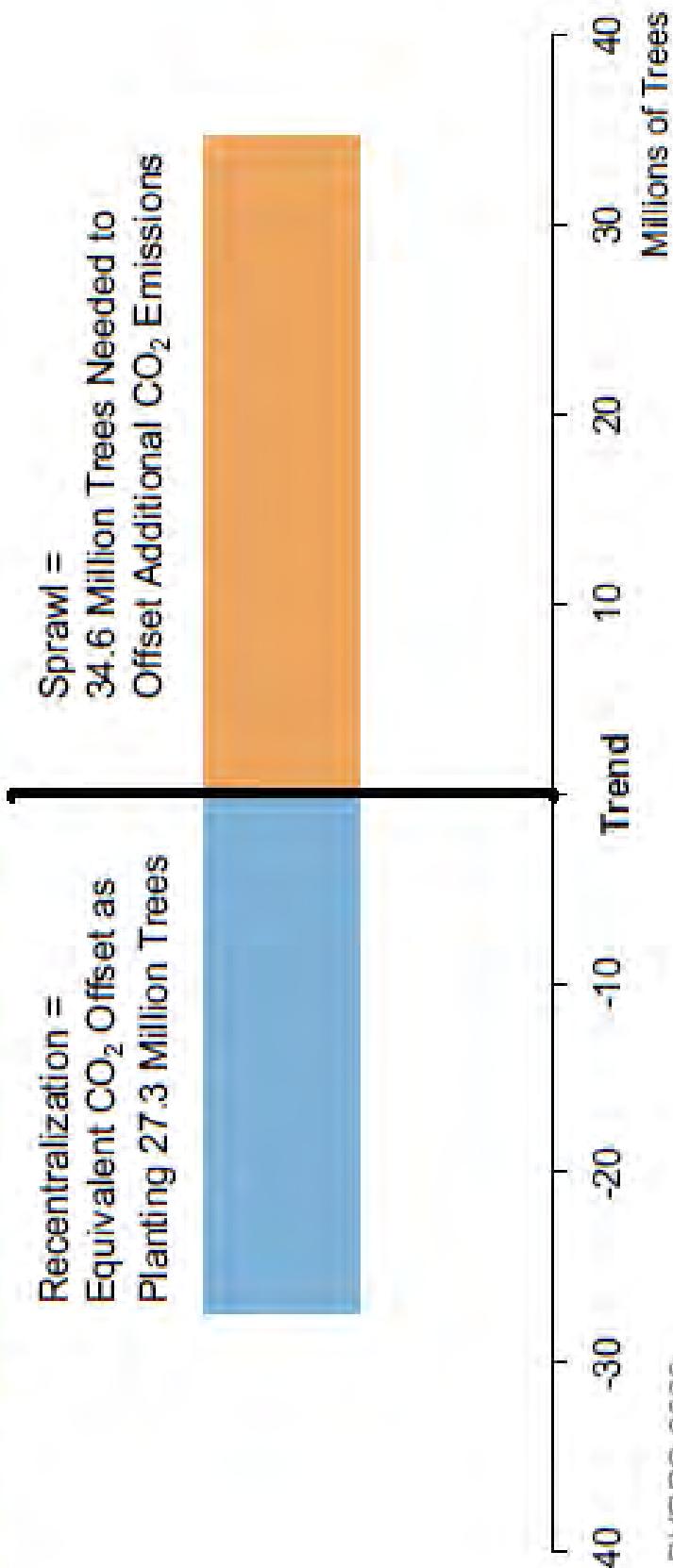
Delaware Valley Transp Plan

FIGURE 19. DIFFERENCE IN TRANSIT RIDERSHIP BETWEEN SCENARIOS IN 2035

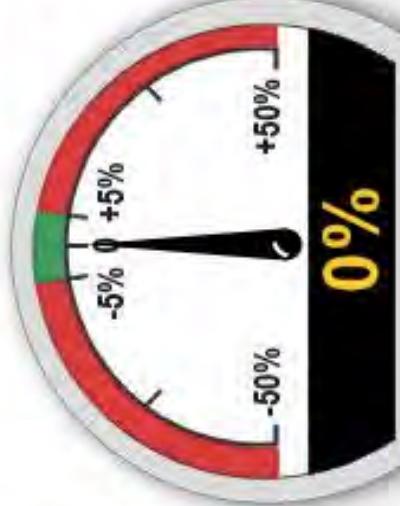
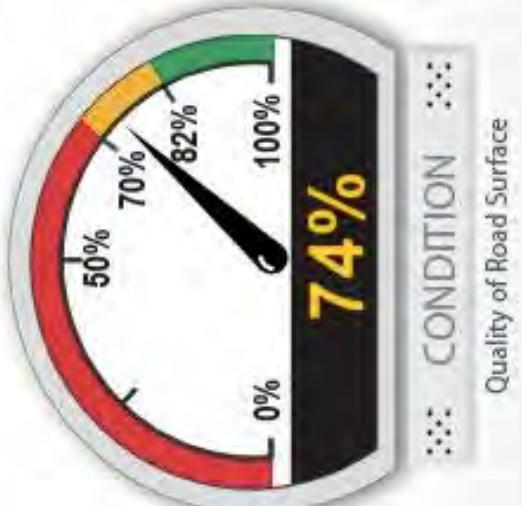


Delaware Valley Transp Plan

FIGURE 27. CO₂ OFFSETS BY SCENARIO IN 2035

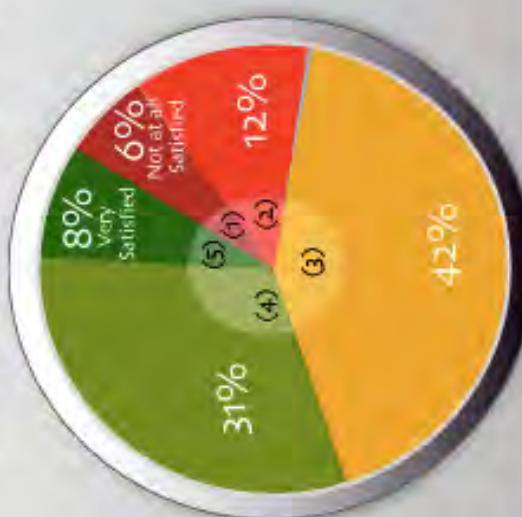


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Information on average historical congestion for key routes and locations;
average historical HOV lane performance; incident management

PERFORMANCE



On Time

::: PROJECTS :::

Management Performance Areas

::: CITIZEN SURVEY RESULTS :::

Interaction with the Public

Transportation Investment Generating Economic Recovery (TIGER)

- State of Good Repair
- Economic Competitiveness
- Livability--Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.
- Environmental Sustainability-- Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.
- Safety



TIGER

- \$1.5 bil in TIGER 1
- DOT received 1,400 applications= \$60 billion in requests
- 51 projects were selected
- DOT Reviewed Cost Benefit
- Interdisciplinary Team Judged Applications



“Thirty states reported that political support was of great or very great importance in selecting projects; just 11 states said that economic analysis—the cost effectiveness or projected economic impact of a proposal, for example—was of great or very great importance, according to the GAO’s survey of state transportation planning officials.”

-Pew Center on the States



Framing and Messaging:

- Economy
- Jobs
- Cost Savings
- Market Opportunity
- Safety



Organizing

RUSTWIRE.COM

Michigan CEO: Soul-Crushing Sprawl Killing Business

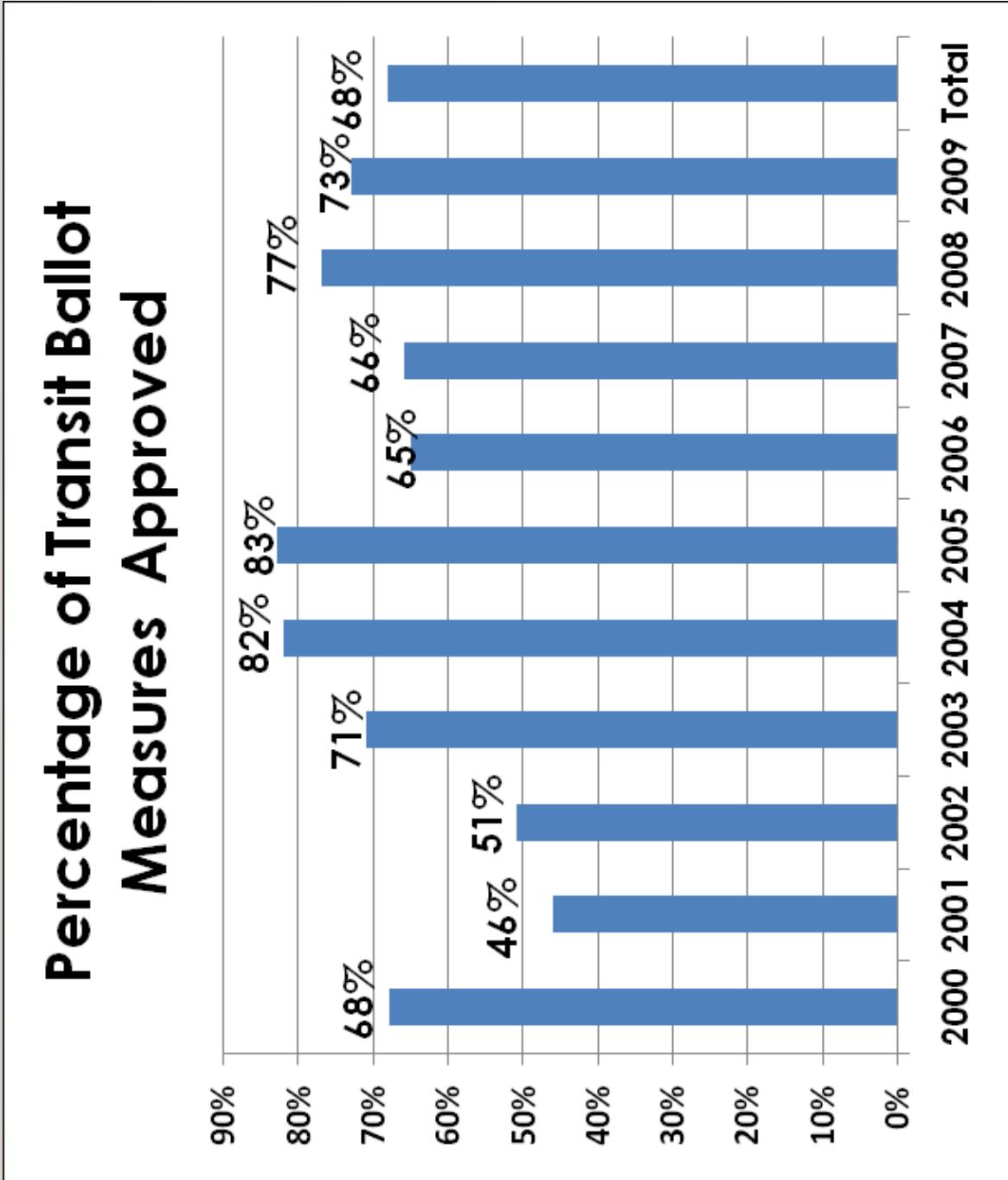
March 11, 2011

“The fundamental problem it seems to me is that our region as gone berserk on suburbia at the expense of having any type of nearby open space or viable urban communities, which are the two primary spatial assets that attract and retain the best human capital.”



Targeted Campaigns

- Almost a 70% approval rate for transportation measures (twice the rate of all ballot measures)
- Success across region, population, party affiliation
- But it takes a sustained and dogged public education effort to get to yes



Electing Officials

- Pro-Walk, Pro-Smart Growth Officials



Main Street USA, Disneyworld

Burlington, Vermont





Smart Growth America

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Smart Growth America is the only national organization dedicated to researching, advocating for and leading coalitions to bring smart growth practices to more communities nationwide.

www.smartgrowthamerica.org

1707 L St. NW Suite 1050, Washington, DC 20036 | 202-207-3355

Smart Growth Transportation System

- Roads-- Networked,
More Numerous in
Typology, Context-
Sensitive.
- Balance and Choice-
Multimodal,
Connected Network
of Modes.

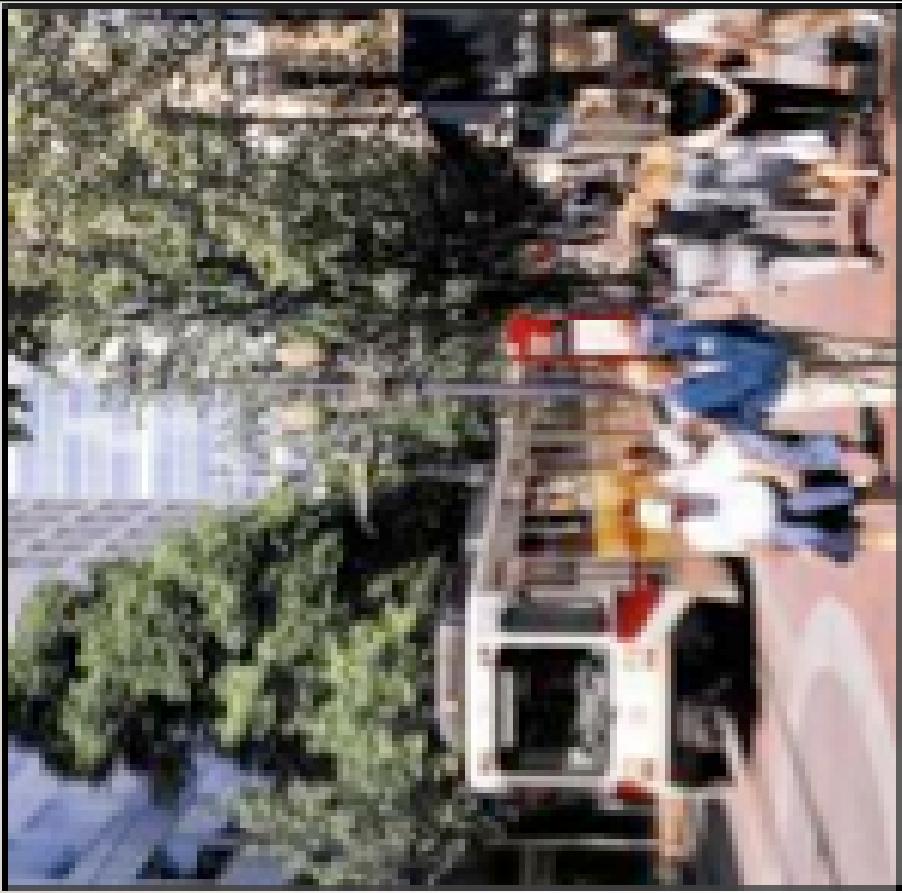


Smart Growth Transportation System

- Better Single Goal Problem Solving- what is the best way to solve this transportation problem?
- New Multi-Goal approaches, solve a transportation problem *and* achieve equity, health, env. outcomes



Invest in a Future Vision Not to Catch Up With Past Congestion and Land Use Problems



Investing Scarce Resources in a Future Vision not to “Catch Up” with Past Congestion and Land Use Problems

- Compete for the Knowledge Economy
- Rebuild the Manufacturing Economy
- Protect People Against Energy Price Uncertainty
- Reduce Household Cost
- Improve Access to Regional Labor Pools
- Help All Our Citizens Participate in the Economy
- Reduce Health Costs From Traffic Injuries and Diabetes
- Improve Efficiency of Goods and People Movement
- Meet Demographics and the Market Where it's Going
- Revitalize Communities, Tax Base and Leverage Private Sector Investment

