

Transportation for America

Medical Society Consortium presentation on:
Federal Transportation Policy: Climate, Health & Equity

AGENDA

1. Overview of federal transportation policy
2. How federal transportation policy worsens climate change, health, & equity
3. Looking ahead
 - a. House & Senate bills
 - b. Next steps



About Transportation for America

We are a non-profit alliance of elected, business and civic leaders from communities across the country.

We support moving people, safely and affordably, to jobs and services by multiple means of travel with minimal impact to communities and the environment.

We do this through advocacy, technical assistance, research and analysis.

APPROPRIATIONS VS. AUTHORIZATION

Appropriations

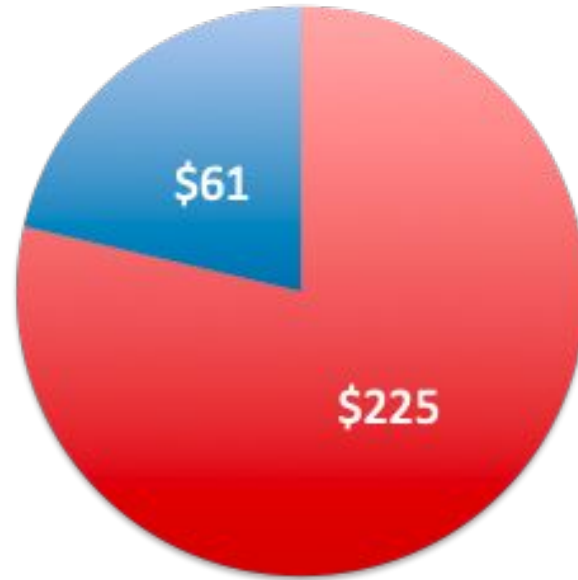
- Annual decisions made by Congress about how the federal government spends some of its money. In general, the process addresses the discretionary portion of the budget.

Transportation (Re)Authorization

- Approval or renewal of federal policy and funding amounts for surface transportation (highways, transit, rail) about every 5 years.
- Current authorization (FAST Act) expires in September 2020

Current Law Overview

- \$305 billion
 - \$281b HTF contract authority
 - \$24b general appropriations
- 80-20 split between highway and transit



■ Highways ■ Transit
(in billions of dollars)

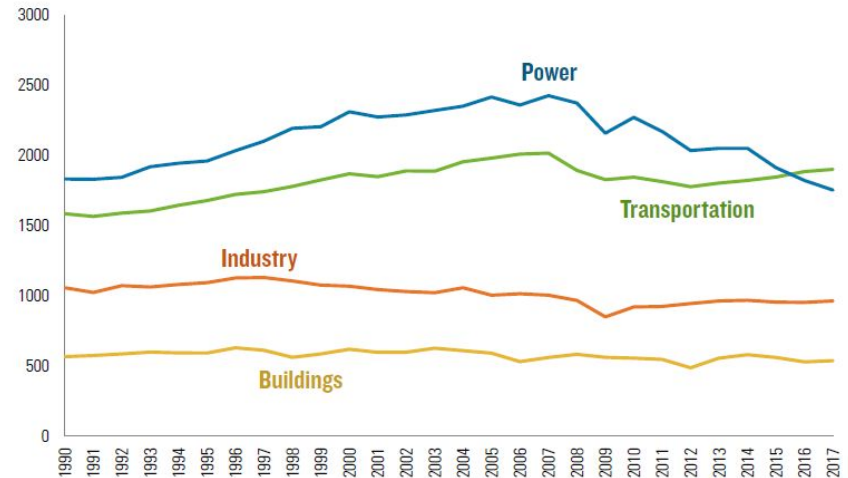
FAST Act cont.

- Over \$40 billion is guaranteed to states for highways, which may be spent on expansion while neglecting repair. Only \$2.6 billion is available for new public transit, and this funding is not guaranteed.
- The federal government will cover 80 percent of the cost of a highway project, but only up to 50 percent of a transit project.
- This places a huge burden on local communities that choose to build or expand transit and incentivizes highway construction.
- Biking and pedestrian safety are given \$850 million per year—a drop in the bucket.

Transportation & Climate Change

- Transportation is now the single largest source of greenhouse gases (GHG), contributing 29 percent of total GHG emissions
- 83 percent of these emissions comes from cars and trucks.
- While many other sectors have actually improved, transportation is headed in the wrong direction.

Figure 4: Energy-related CO₂ emissions by sector
Million metric tons



Source: EIA and Rhodium US Climate Service

Transportation Emissions: The Three Legged Stool

- Transportation emissions are the result of a combination of three things: fuel efficiency, the carbon content of fuel, and the distance people travel (vehicle miles traveled, or VMT).
- Think of this as a three-legged stool
- When it comes to transportation emissions, we must address all three legs: fuel, efficiency, and VMT.
- Gains in two of these areas could be negated by losses in the third.
- That's where we find ourselves today as transportation emissions continue to increase.











Alameda
San Jose

San Francisco

◇
BUSES AND
CARPOOLS ONLY
5AM-10AM MO-V-FRI
3PM-7PM

END
CARPOOL
LANE
600 FEET

580 Oakland
880 San Jose

80 San Francisco
3 RIGHT LANES

San Francisco
ONLY

LEFT LANE
MUST BE
USED TO
OVERTAKE

149

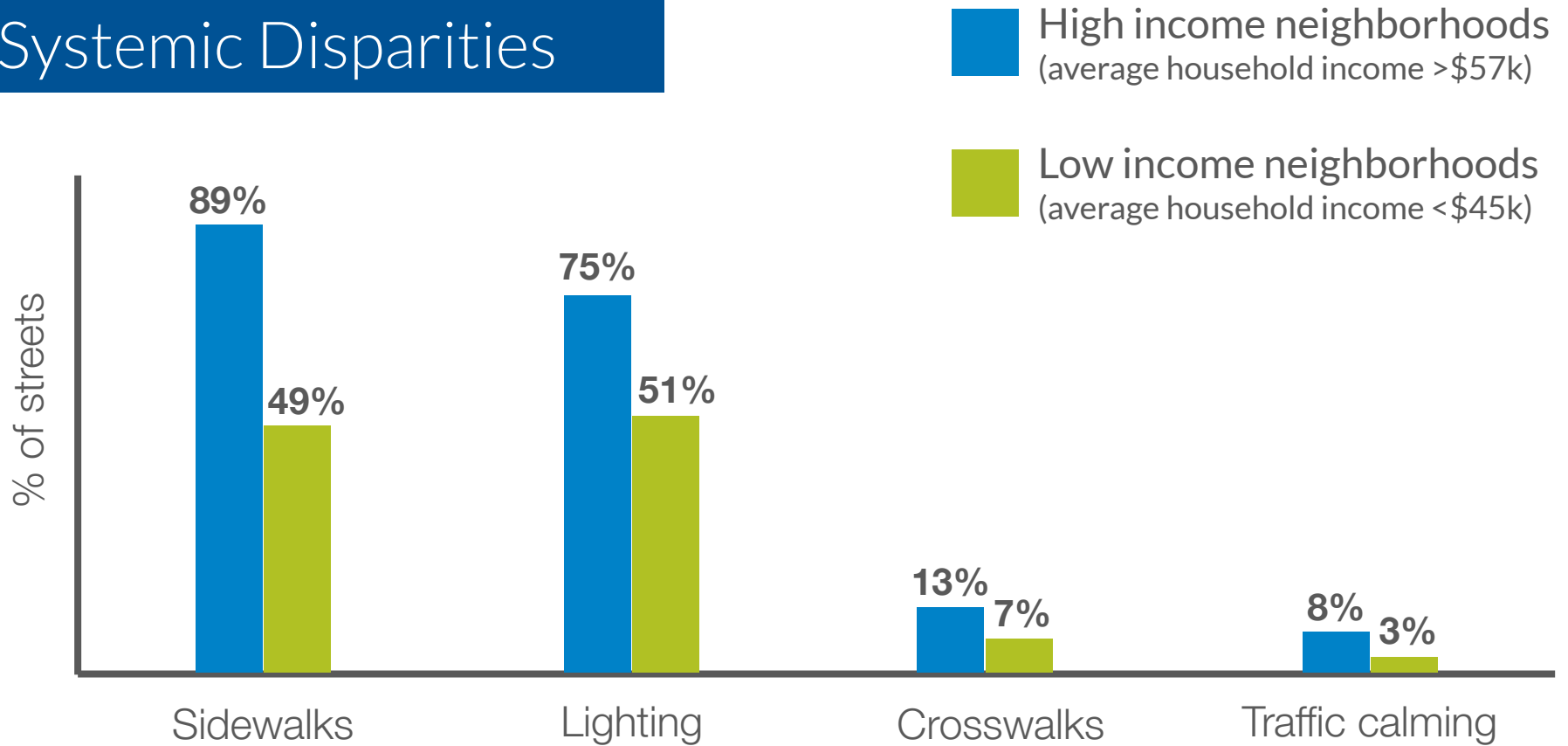
FREE
ROADWAY

EXIT
9 27

Health benefits of activity-friendly routes



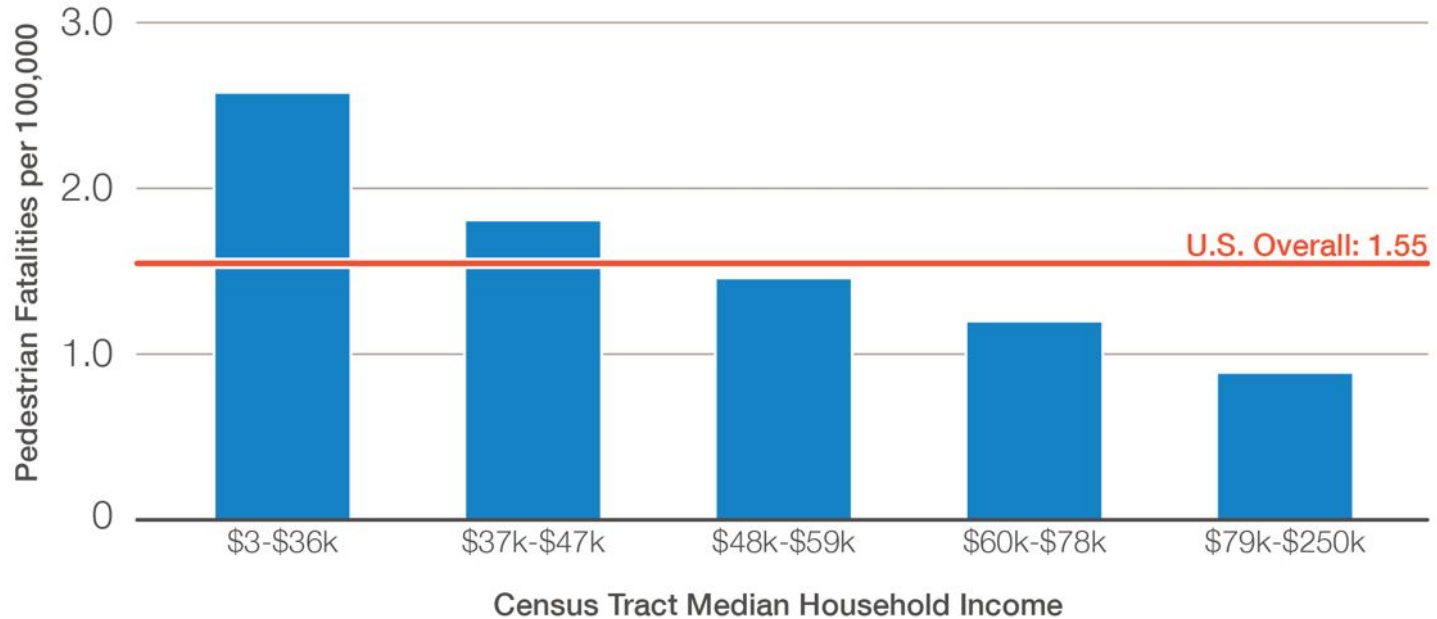
Systemic Disparities



Source: Gibbs et al. (2012)

People die while walking at much higher rates in lower-income communities.

Based on income of census tracts where fatalities occur.

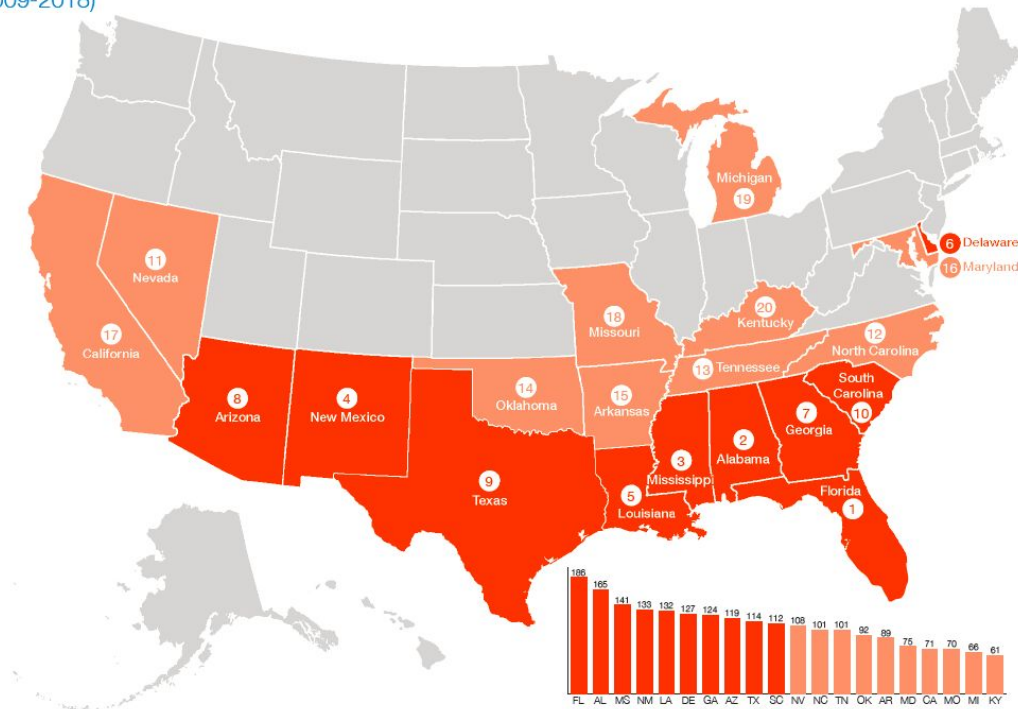


Source: SGA (2019)

Dangerous by Design

THE TOP 20

Most Dangerous States for Pedestrians
(2009-2018)

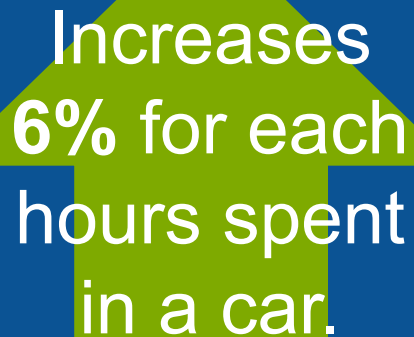


Source:

<https://smartgrowthamerica.org/dangerous-by-design/>

Benefits: Health

Risk of obesity:



Increases
6% for each
hours spent
in a car.

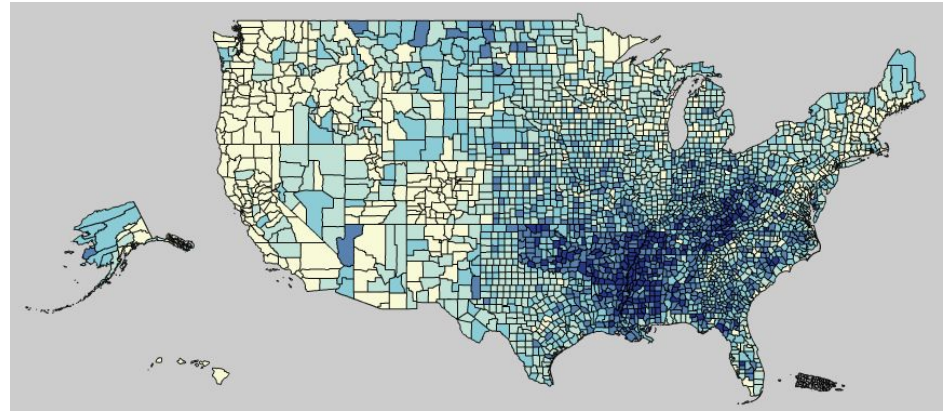


Decreases
4.8% for each
additional
kilometer
walked.

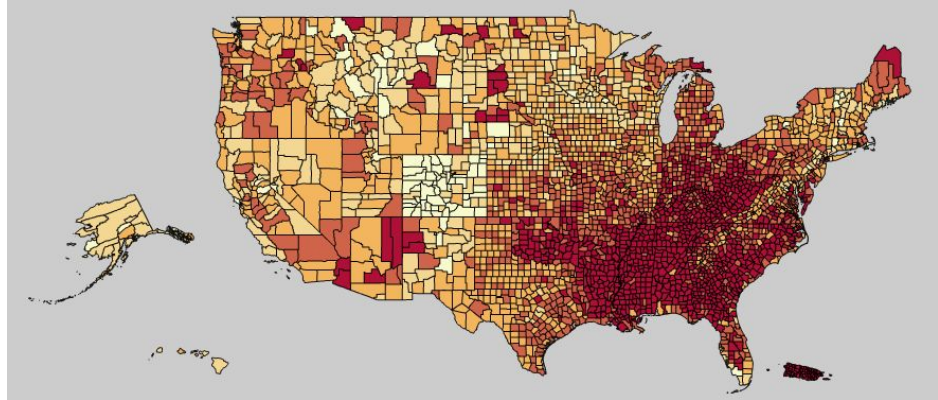
Frank, L., et. al. (2004). Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars. American Journal of Preventative Medicine 27(2).

Public health

Leisure time
physical inactivity



Age-adjusted
diabetes prevalence



Source: CDC (2013)

Impact on Communities of Color

Past Transportation Practices Have Created Disproportionate Health Impacts on Disadvantaged Communities:

- Nationwide, 61% of African American children, 67% of Asian American children, and 69% of Latino children live in areas that exceed air quality standards for ozone, compared with 50.8% of white children.
- Hispanics suffer a pedestrian death rate 62% higher than non-Hispanic whites, and African Americans have an even higher rate at almost 70% compared to non-Hispanic whites.

Transportation Choice: What We Build



Transportation Equity: Where We Build



OVERTOWN
(Miami,
Florida)

Without Reform



America's current climate & transportation policy

Every climate (and transportation) proposal to date

Without Reform

Every presidential candidate's climate and transportation plan:



Transportation Authorization

We do not just have a
funding problem

We have a
policy problem



PRINCIPLE #1

Prioritize maintenance

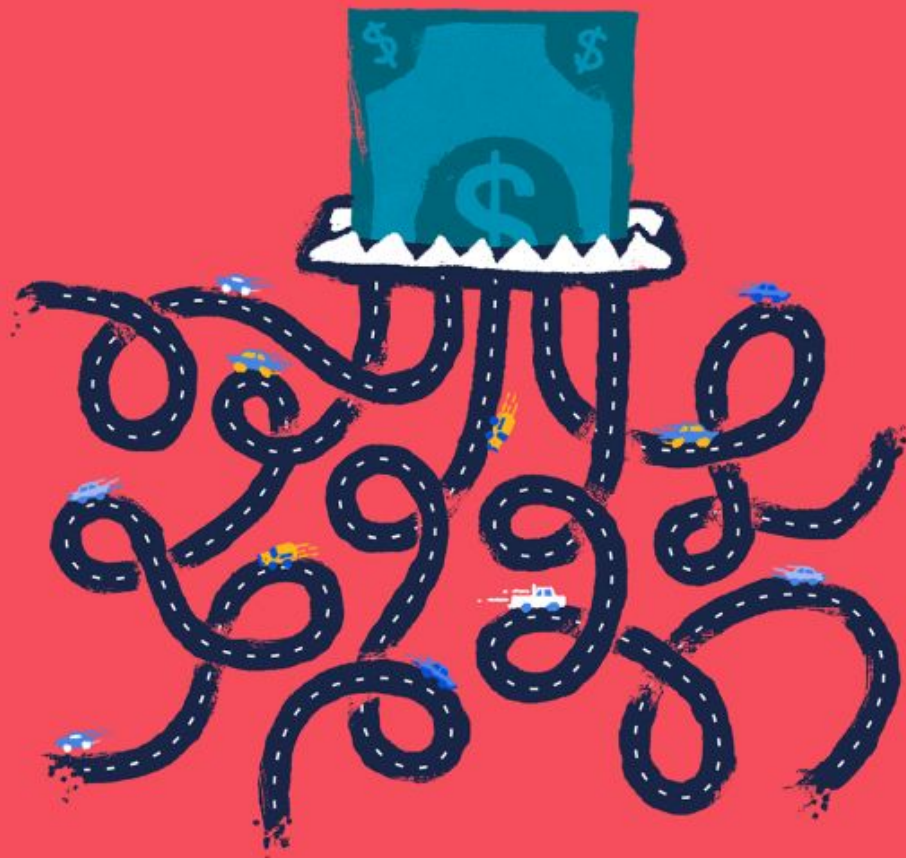
Cut the road, bridge, and transit maintenance backlog in half by dedicating formula highway funds to maintenance.

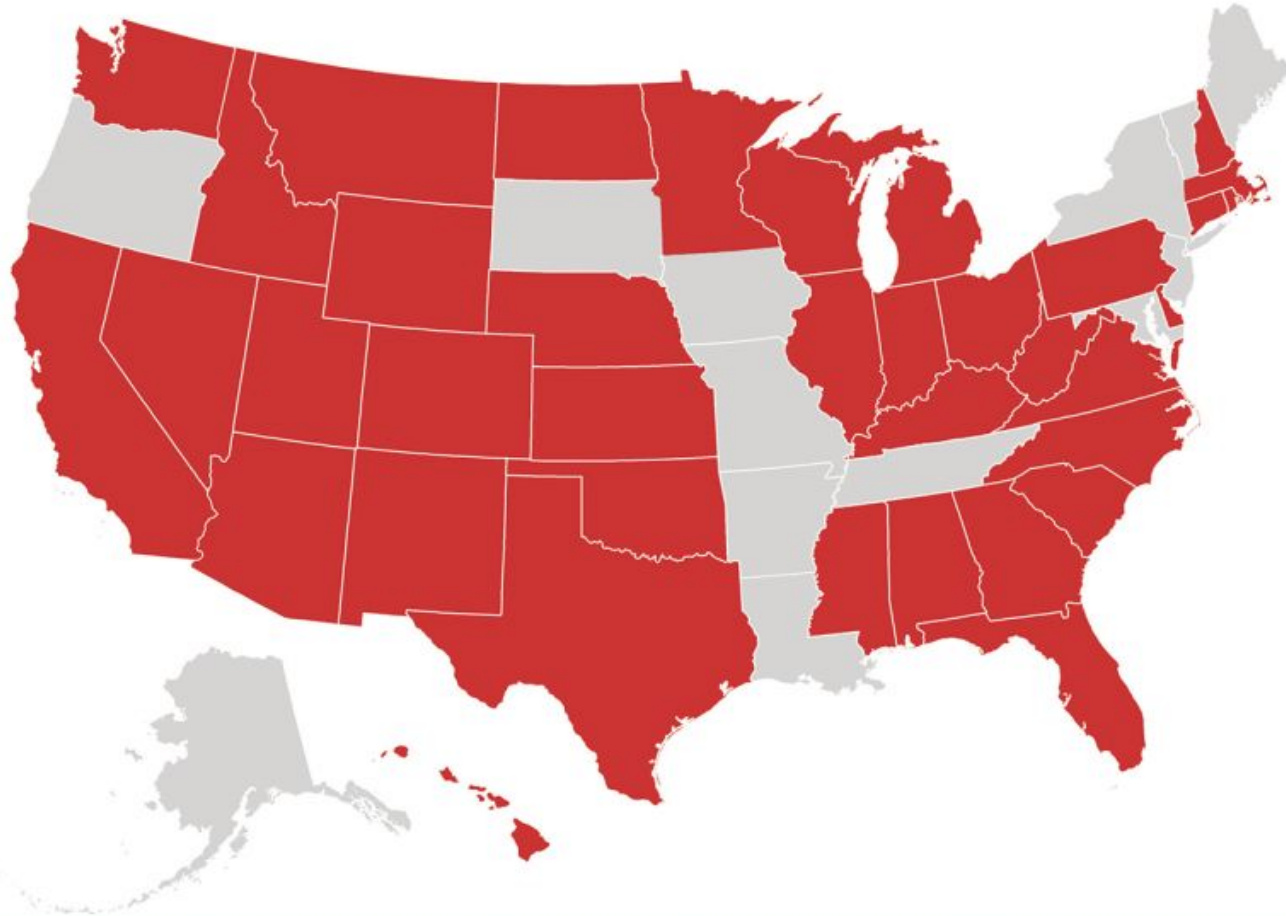
Did you know: States are permitted to neglect their basic maintenance needs in order to expand their roadway systems—and then rewarded with more funding.



Transportation
for America

www.t4america.org/platform





37 states saw an **increase** in the percentage of **roads in poor condition** between 2009 - 2017

Between 2009-2017, the full public road network has grown by **223,494 lane-miles...**



... that's
enough to
drive across
the U.S.
83 times

PRINCIPLE #2

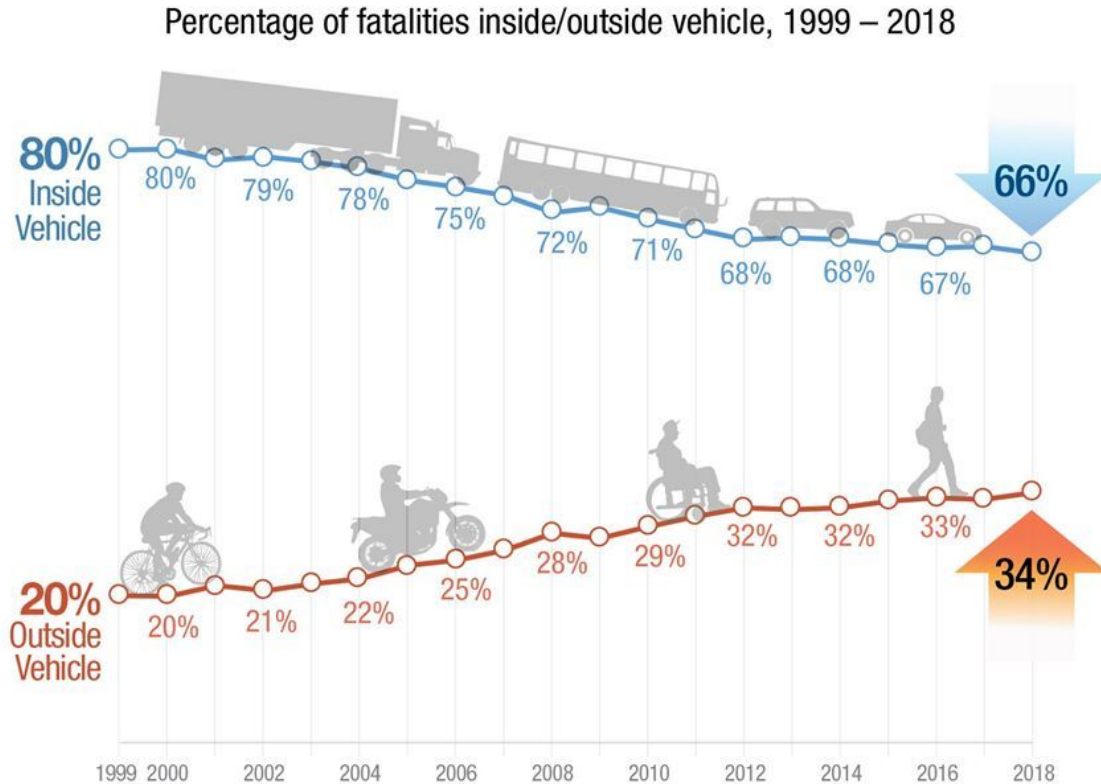
Design for safety over speed

A serious effort to reduce deaths on our roadways requires slower speeds on local and arterial roads. The federal program should require designs and approaches that put safety first.



www.t4america.org/platform

Roadway users outside of vehicles account for an increasing share of roadway fatalities



Source: FHWA

Over the last two decades, the percentage of roadway fatalities occurring outside the vehicle—including pedestrians, pedal cyclists, and motorcyclists—has risen from 20% to 34%



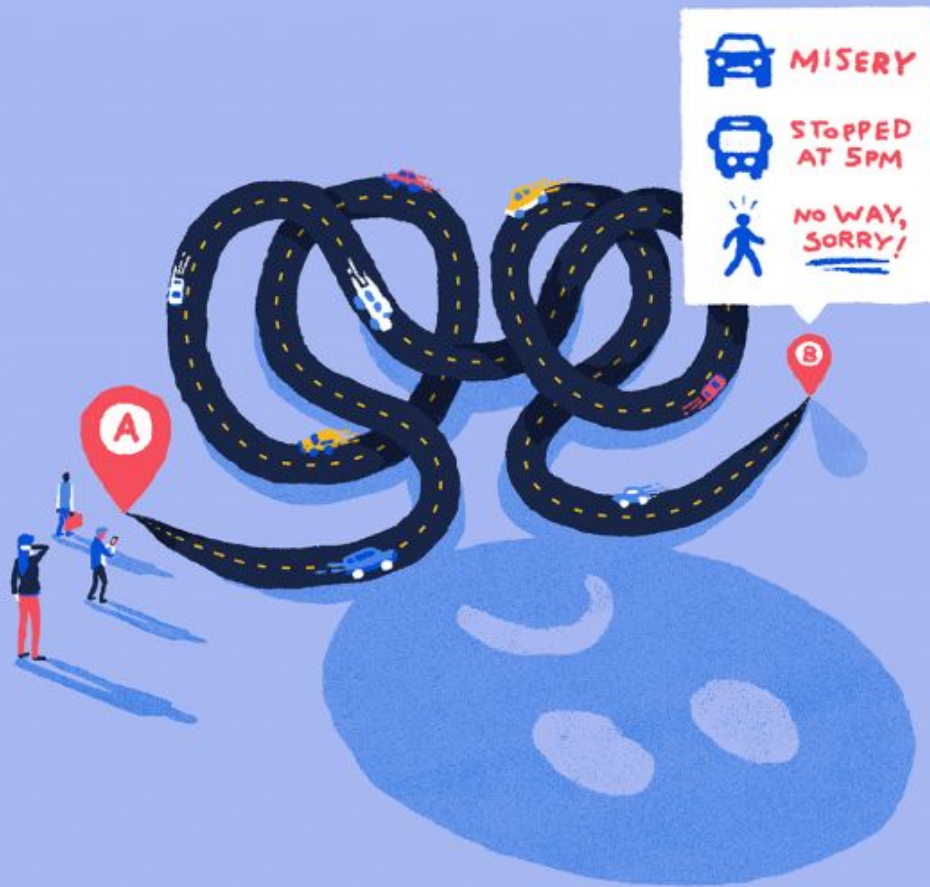
PRINCIPLE #3

Connect people to jobs and services

Don't focus on speed. Instead, determine how well the transportation system connects people to jobs and services, and prioritize the projects that will improve those connections.



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Congestion As A Flawed Measure of Success



Image source: World Bank Photo Collection on Flickr

Adding capacity is failing to produce results

Freeway capacity grew faster than population, yet delay exploded



42%



32%



144%

Change in freeway lane-miles, population growth, and annual hours of delay in the largest 100 urbanized areas from 1993-2017. Delay is defined as extra time spent traveling at congested rather than free-flow speeds. While FHWA only provides data on lane-miles of freeway, TTI's delay metrics capture both freeways and arterial roads.

Our “solutions” for congestion are completely disconnected from solving the problem

Expand freeways *equivalent* to population growth =

More delay.

Expand freeways *faster* than population growth =

More delay.

Expand freeways *with slow/no* population growth =

More delay.

Nashville, TN



San Diego, CA



Pensacola, FL



Why is congestion growing?

Miles driven per person grew by 20 percent in the largest 100 urbanized areas

1993 - 21 miles per day



2017 - **25** miles per day



What share of the biggest travel time increases are actually the result of:

People just driving farther?

vs.

Actual increases in delay?

Poughkeepsie, NY 9.73 min increase



Stockton, CA 9.36 min increase



Bridgeport, CT 9.19 min increase



Allentown, PA 7.56 min increase



Worcester, MA 7.51 min increase



Cape Coral, FL 7.32 min increase



Boston, MA 7.11 min increase



Raleigh, NC 6.33 min increase



Austin, TX 6.11 min increase



Honolulu, HI 6.03 min increase



House INVEST Act Vs. Senate ATIA



House bill

Senate bill

Maintenance

Does it cut the maintenance backlog in half?



Speed

Does it address speed as a major cause of roadway crashes?



Access

Is it organized around connecting people to jobs and services?





Transportation & Climate Legislative Scorecard

Third Way and Transportation for America have put out a bold federal policy agenda that would make our transportation network cleaner, safer, and more equitable for all users. As Congress considers the upcoming surface reauthorization, here's how the two chambers' proposals stack up:

Does the Bill...	Senate EPW Package	House Dem Package
Make public transport a priority?		
Electrify transit bus systems?	N/A	✓
Provide transit more money, including for operations?	N/A	✓
Improve the Capital Investment Grant (CIG) program?	N/A	✓
Promote Transit Oriented Development (TOD)?	N/A	✓

Make the current roadway system more efficient?		
Design streets to make them safe for biking and walking?	✗	✓
Prioritize maintenance over expansion?	✗	—
Ensure new vehicle technologies don't lead to emissions increases?	✗	✗
Use pricing to reduce emissions and congestion?	✗	✓
Measure the outcomes that support today's goals, including climate and access?		
Set performance measures for reduced GHG and VMT per capita?	✗	—
Measure how well the transportation system connects people to destinations?	—	✓
Implement a Buy Clean standard for federally funded projects?	✗	✗
Promote intercity passenger rail?		
Provide stable funding?	N/A	✓
Create regional intercity rail commissions?	N/A	—

KEY: ✓ YES ✗ NO — PARTIALLY N/A NOT IN COMMITTEE'S JURISDICTION

State of play

- House passed INVEST Act, 5-year authorization
- Senate EPW Committee passed highway title last July – mostly status quo
 - No other Senate Committee has acted, and nothing is scheduled
- No plan to fund a long-term bill
- Congress is running out of time, reauthorization unlikely to pass
 - Other pressing issues
 - Election season

- Ideas and policies for the next transportation bill are taking shape, so we need to be engaged now.
- A transportation bill is unlikely to pass before presidential election (too many obstacles).
- The advocacy we do now influences the starting point for 2021.
- Shifting the conversation away from funding and onto policy will be challenging but remains achievable.

Thank you

T4America.org

thirdway.org