

# Expanding Access

## OUTCOME

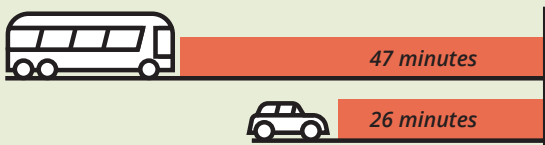
Increase in social and economic opportunity for disadvantaged and underserved communities from the provision of affordable multi-modal transportation options and the development of a transportation cost burden measure.

## KEY PERFORMANCE INDICATORS

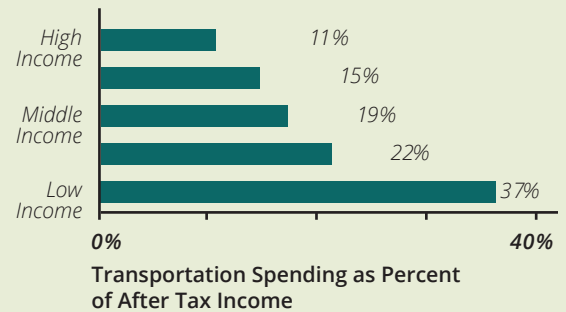
- Reduction in transportation travel cost as a percent of income.
- Reduction in transportation travel time.
- Increase in access to key destinations, including work, education, grocery stores, health care.
- Increase in mobility measured by number of trips at the individual level.

## CRITICAL GAPS

Workers who commute by bus have commute times 1.7x longer than workers who commute alone by car: 47 minutes for bus commuters compared to 26 minutes for car commuters.<sup>9</sup>



The lowest income households spend on average 37% of their after-tax income on transportation, compared to 19% by the middle-income households.<sup>10</sup>



## ROOT DRIVERS

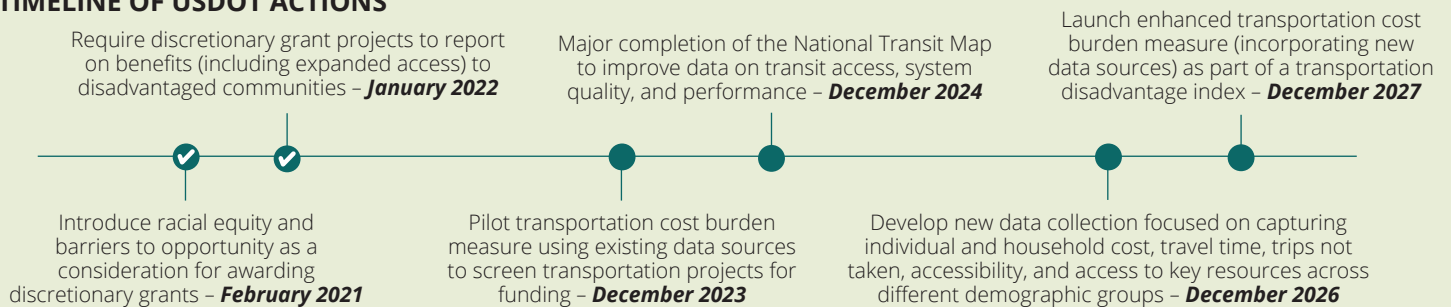
### Higher Transportation Costs

- Lower income people spend a far greater percent of their income on transportation than middle-income or high-income households.<sup>10</sup> Equitable and high quality transportation systems can help address these disparities and increase residents' upward economic mobility.<sup>11</sup>
- The transportation cost burden experienced by an individual is influenced by numerous factors. Inadequate coordination of land use, housing and transportation policy and investment leads to inefficient transportation options that negatively impact social, economic and health outcomes. These factors can vary substantially across communities.

### Lack of Transportation Options and Access

- Many areas of the country have been labeled "transit deserts." The inability to access jobs, schools, health care and social service organizations leads to higher rates of unemployment, poverty, chronic illness, and isolation.
- Infrastructure and land use policy has often made car-ownership a necessity. Decades of transportation and land use policy have focused on mobility for automobile users. This bias has left people without access to vehicles lacking in mobility options.
- Multimodal options have been neglected. Policies that ensure that streets have sidewalks and bike lanes that are safe and accessible to pedestrians, bicyclists, and users of public transit gives residents more travel options and more control over their transportation expenses. Land use policies that prevent people, jobs, goods, and services from being proximate to one another or near transit reduce the feasibility of low cost, environmentally efficient modes such as walking, cycling and transit.

## TIMELINE OF USDOT ACTIONS



## THE OPPORTUNITY AT STAKE

Building a transportation cost burden measure will help USDOT better understand the second largest expenditure category for households, accounting for **\$10,742** on average (15% of after-tax income) in 2019. Transportation expenses are second only to housing expenses.<sup>10</sup>

## KEY USDOT ACCOUNTABILITY ACTIONS

- Develop criteria for incorporating transportation cost burden measure in project selection decision-making.
- Incorporate elements of the transportation cost burden measure into funding programs and policy documents.