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TRANSPORTATION: GREATER AUSTIN'S COMMUNITIES IN TRANSIT

Transportation is critical in connecting low- to moderate-income communities to job opportunities and services. What resources are available on both a local and state level to improve these communities' access to efficient transportation? What future plans are on the regional agenda?

PANELISTS AND MODERATOR:

- Roy Alston: Founder & CFO, ValueSpark Capital (Moderator)
- Jeff Barton: Hays County Commissioner
- John Michael Cortez: Community Involvement Coordinator, Capital Metro
- Blanca Garcia: Chair, Greater Austin Hispanic Chamber of Commerce
- Dave Siebold: Council Member, City of Leander

TRANSPORTATION OPTIONS:

- Capital Metro's system serves around 130,000 riders daily with over 4,000 bus stops. Where will you catch the bus??
- Join a carpool or vanpool! Call CapMetro's Rideshare office: 477-RIDE
- Find a Park and Ride near you, and enjoy the best of both worlds!
- Ride your bike
- Check out www.austincarshare.org if you only need occasional access to a vehicle, without any maintenance costs

CENTRAL TEXAS RESOURCES:

Alliance for Public Transportation: www.allianceforpublictransportation.org

Austin Car Share: www.austincarshare.org

Capital Area Metropolitan Planning Organization (CAMPO): www.campotexas.org

Capital Metro: www.capmetro.org

Yellow Bike Project: www.austinyellowbike.org

OTHER RESOURCES:

Surface Transportation Policy Project: www.transact.org

Transportation Equity Network: www.transportationequity.org



Visit www.peoplefund.org for additional resources.

ISSUES in TRANSPORTATION EQUITY: Research by the Surface Transportation Policy Project
from www.transact.org/library/factsheets/equity.asp

A PATTERN OF DISPARATE IMPACTS

During the first decade of Interstate highway construction, 335,000 homes were razed. A great body of documentation shows that urban freeways destroyed the hearts of African-American communities in the South Bronx, Nashville, **Austin**, Los Angeles, Durham, and nearly every medium to large American city.

The Transportation Disadvantaged:

Children, the Elderly, People with Disabilities, Poor People, Women and Rural Residents

- A 1996 report by the Federal Transit Administration found that nearly one-third of the American population is transportation disadvantaged.
- This includes the fifty-six million children under the driving age, thirty-two million senior citizens seeing their driving ability diminish, and twenty-four million people with disabilities depend on transit, paratransit, or expensive private transportation services.
- 90% of former welfare recipients do not have access to a car.
- Women, who serve as the primary caregivers in a family, typically compensate for the shortfall in transportation decision-making. Research by STPP finds that they make two-thirds of all trips to shuttle others around.
- In addition, 25 percent of rural communities have only infrequent service. 36 percent of all rural residents are considered transit dependent.

Transportation Policies Keep Low Income People Far From Jobs

- According to the Federal Transit Administration, two-thirds of all new jobs are in the suburbs while three-quarters of welfare recipients live in central cities or rural areas.
- While the five-year trend in national transit ridership gains and increasing recognition for “workforce accessibility” among employers bode well for better transit service, studies have shown that less than half of the jobs are accessible by transit despite extensive transit systems.

High Transportation Costs Prevent Wealth Accumulation

- Most American families spend more on driving than on health care, education or food.
- Research finds that the average American family spends 20 percent of their household expenditures on transportation.
- The poorest fifth of American families, people earning less than \$13,060 per year, pay 42% of their income for the purchase, operation, and maintenance of automobiles.
- These high transportation costs compromise household savings that could otherwise be used for home ownership, education, or other investments that give low income families a better chance of moving into the middle class. For example, over the course of a decade, \$30,000 invested in owning a car can be expected to result in just \$3,000 in equity while investing \$30,000 in owning a house on average yields more than \$13,000 in equity.