Guiding principles for transportation investment

2019 Multimodal and Transit Summit
ABOUT US
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.
We do not have a funding problem

We have a policy problem
Guiding principles for transportation investment

The time has come to elevate the national conversation about transportation beyond the cost—we need a vision for what we expect to accomplish.

America’s federal transportation program does not address basic needs, and more money alone poured into this broken federal program will not suffice. Billions of dollars are spent without clear desired outcomes, and there is far too little accountability for accomplishing anything measurable and tangible.

We need to reform the 70-year-old federal program to reflect today’s needs and ensure a focus on fixing our existing system first, on improving safety, and on accountability.

Learn more: t4america.org/platform
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.

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Too much of this

At the expense of this
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
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.

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Pedestrian fatalities have been steadily increasing. 2016 and 2017 were the most deadly years since 1990.
East Haven: Foxon Road
Waiting for the bus
Level of Service

How we measure success

FREE FLOW
Low volumes and no delays.

STABLE FLOW
Speeds restricted by travel conditions, minor delays.

STABLE FLOW
Speeds and maneuverability closely controlled because of higher volumes.

STABLE FLOW
Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.

UNSTABLE FLOW
Low speeds; considerable delay; volume at or slightly over capacity.

FORCED FLOW
Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.
This'll get rid of the weeds in my garden.

This'll get rid of traffic congestion in my city.
Level of Service: A
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.

www.t4america.org/platform
Thank you

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emily.mangan@t4america.org