

# THE POST POST- INTERSTATE ERA

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# ARE WE ON THE CUSP OF A NEW ERA?

- End of the Post-Interstate Interim?
- Start of the what?
- The Post-Post-Interstate Era!
- A Crisis of Goals – A Crisis of Vision – A Crisis of Finance; or just the usual problems?

**We've been on lots of cusps before!**

# SETTING THE STAGE

## *Feds an unreliable partner Once again*

- Delay approaching 2 years – Election!!!!
- A dysfunctional process “whose earmarks?”
- No money – so be “innovative”
- “A compliant client”
- Fed role in question – once again

# Reauthorization Context

- **Finance, Finance, Finance**
- **Funding inadequate – in two ways**
  - ▣ **40% to make deals**
  - ▣ **100% to meet needs**
- **Tolling, congestion pricing disliked by leadership but few other options**
- **More afraid of gas tax increases**
- **Want/need Private Role; is private sector still ready with \$\$\$ = still a small component of role**
- **Shift to State lead in \$\$\$ – Devolution by Default ??**

# THE PERFECT POLICY STORM?

- Time of Intense Need for \$\$\$\$\$
- Time Of Intense Anti-auto, Anti-mobility Plans and Policies
- Time Of overreliance on Pricing Theory/Policy
- Result:
  - ▣ Punitive Pricing in a “Good Cause.”
  - ▣ Decline of User Fee as cornerstone to funding
  - ▣ Cash-Cow-ification of Tolls and User Fees

***Few things are as frightening as when government can be seen to be doing good by taxing something.***

# The Future issue – Access to Workers the winners among regions will

- **Broaden Opportunities**
- **Promote Employer Flexibility**
- **Improve**
  - ▣ **Center city access to suburban jobs**
  - ▣ **Rural access to suburban jobs**
  - ▣ **Older/Retirees access to old/new jobs**
- **Improve Part time opportunities**

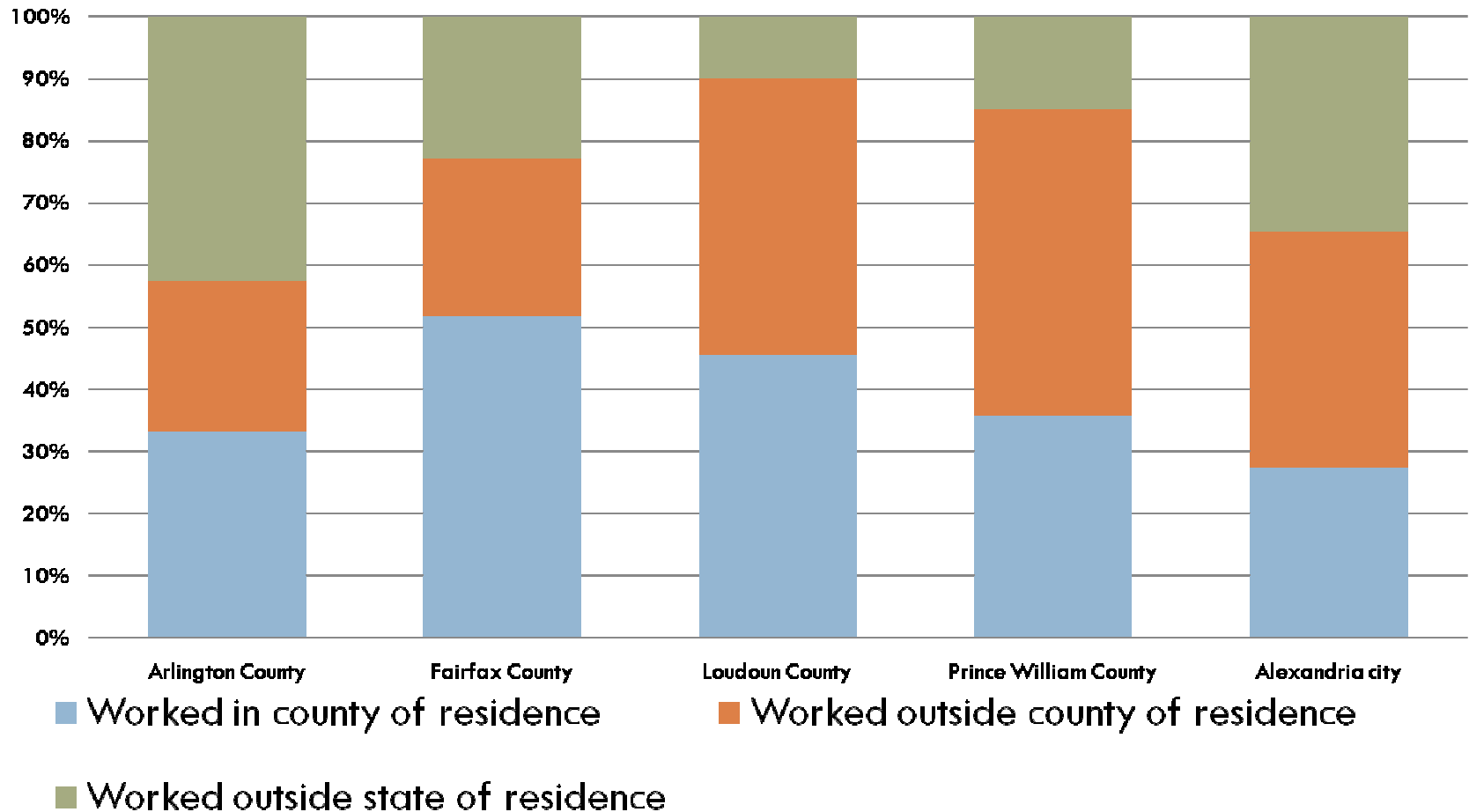
**NoVa area flunks many of these tests**

# NoVa had 1,137,000 workers in 2009

- Of these, 500,000 (44%) worked **in their county of residence (about 53,000 at home)**
  - And, 376,000 (33%) worked **in another county in the State**
  - The remainder 261,000 (23%) **left the state to work (DC or MD)**
- 
- Includes only Alexandria city, Arlington, Fairfax, Loudoun and Pr. William Counties.

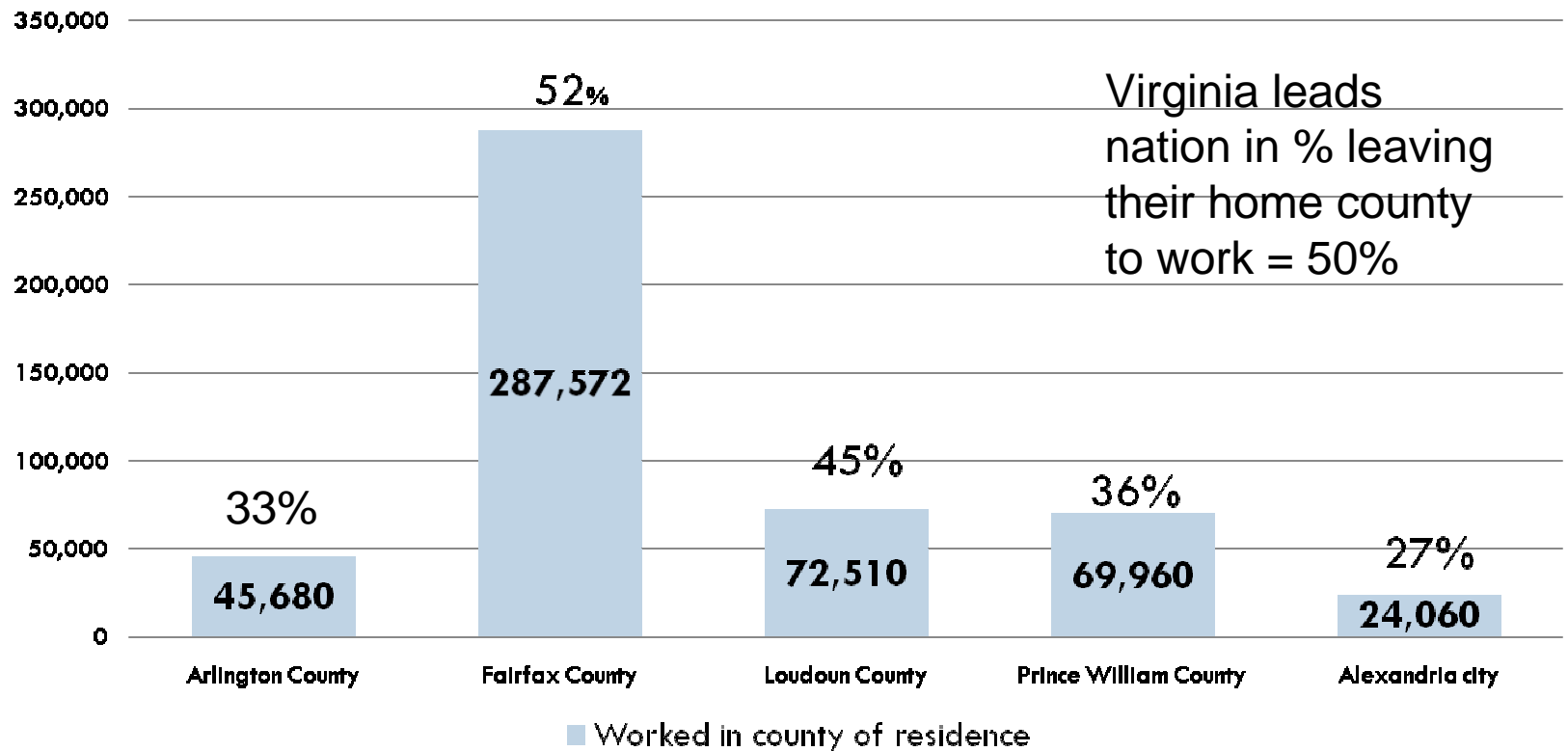
# CROSS-COUNTY FLOWS ARE KEY

## WHERE DO WORKERS WORK



# How Many Stayed in their Home County?

## WHERE DO WORKERS WORK?



# COMMUTERS LEAVING HOME COUNTY TO WORK – VIRGINIA LEADS THE NATION

## 1990

- U.S. 23.9%

## **2000**

- U.S. 26.7%
- Va. 52%

## **2009**

- U.S. 27.4%
- Va. 52.1%

## WHY?

- SPRAWL?
- ACCESS?
- OCCUPATIONS?
- GOVERNMENT?
- SKILLS MIX?
- CHOICE?

# Its good to be way above average – No?

The national average travel time to work is about 25 minutes!

Has been for the decade!

**AVERAGE TRAVEL TIME 2009**



# My travel time measures

Commuters are happy when:

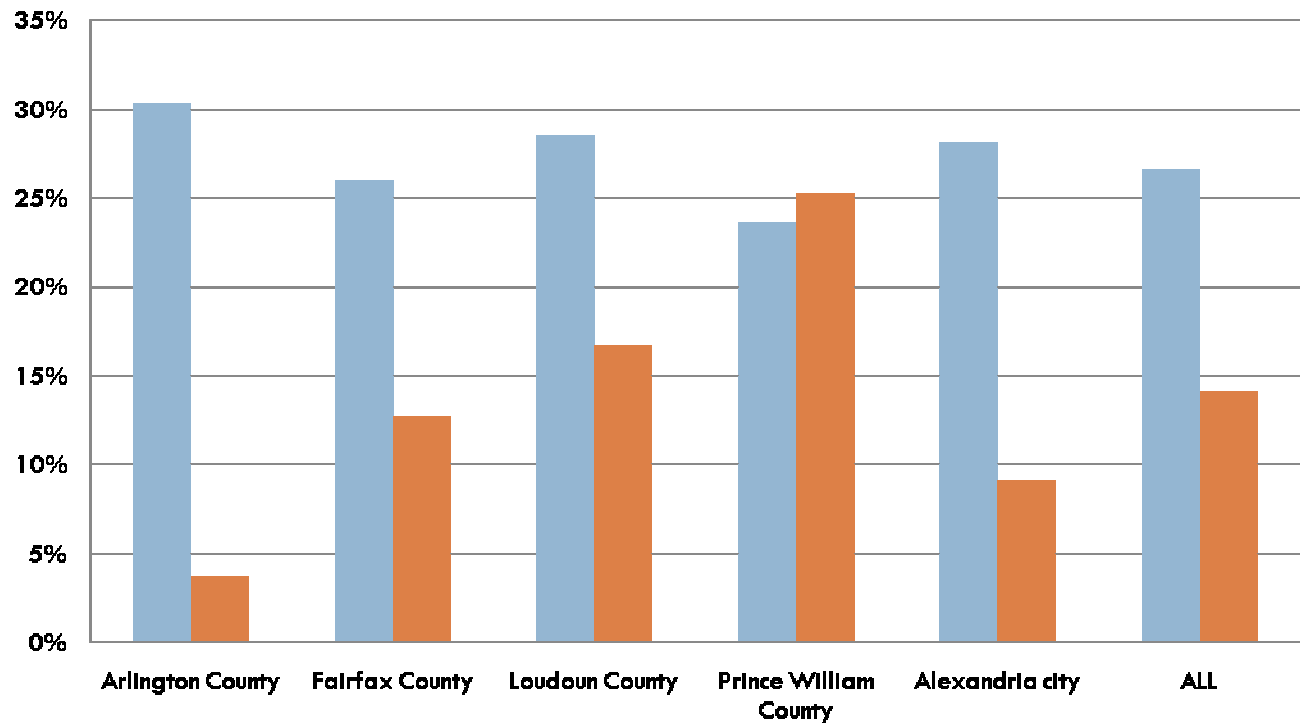
½ get to work in under 20 mins;  
(US 44%)

and, fewer than 10% are over 60 mins (US 7.8%)

Area flunks both tests

## KEY TRAVEL TIME INDICATORS

■ UNDER 20 MINS ■ OVER 60 MINS



# We are good at “extreme” commutes

WELCOME  
TO

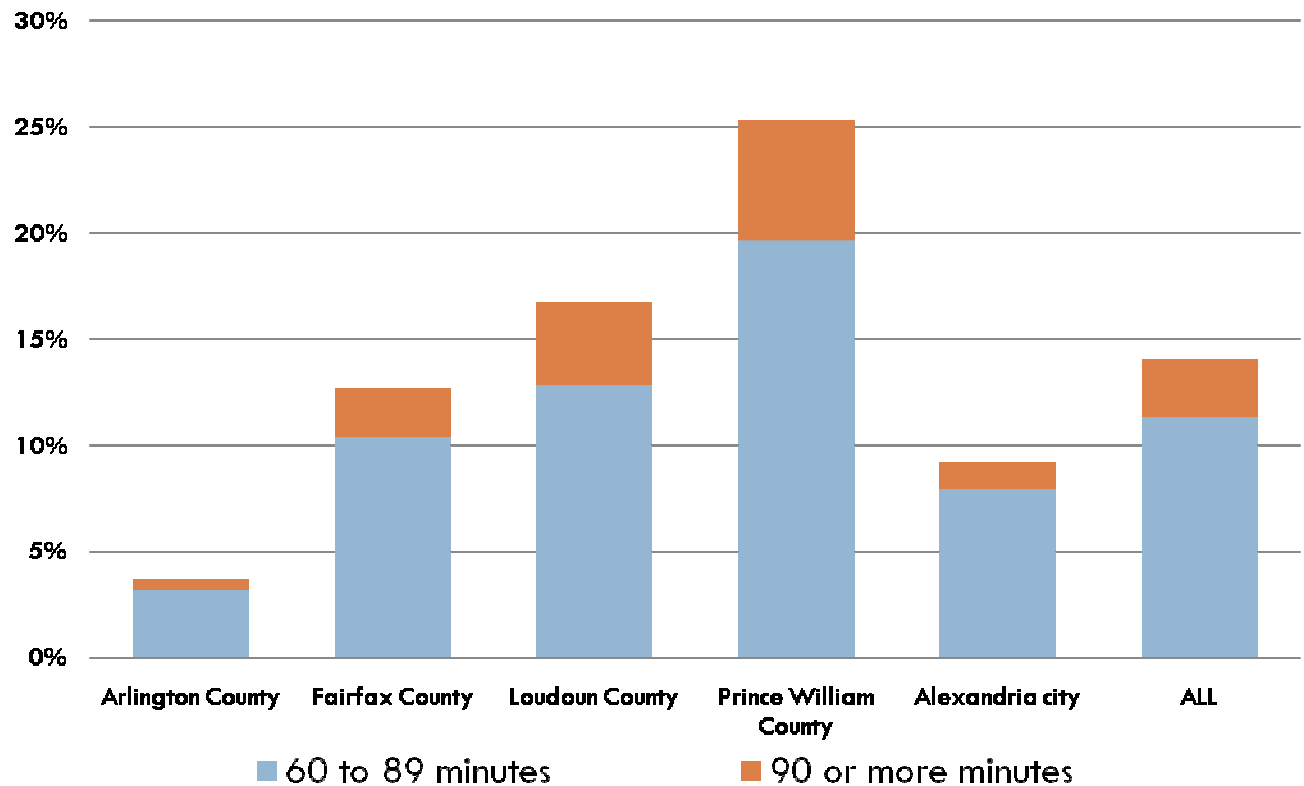
EXTREME  
COMMUTE  
COUNTRY

US

5.4% 60-90  
mins

2.4% > 90  
mins

## OVER 60 MINUTES TO WORK!



# The great loss from congestion is not the extra five minutes it takes to get home

## HOUSEHOLDS

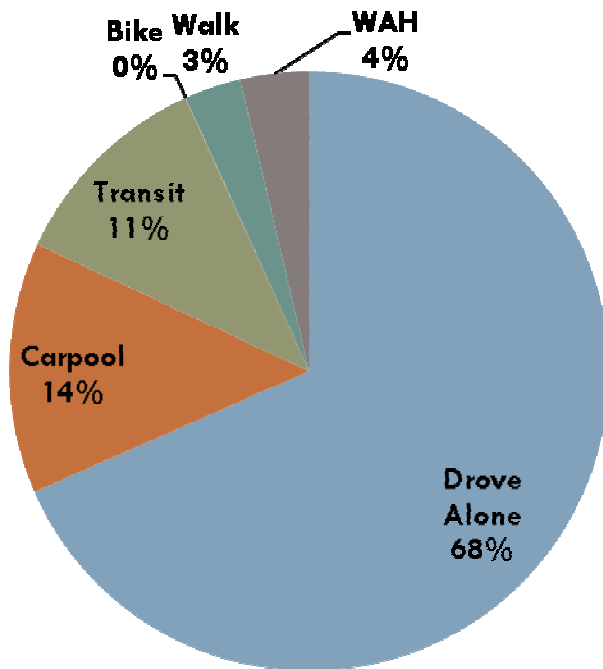
- It's the decline in the number of jobs I could reach in ½ hr!
- It's the decline in the number of affordable homes accessible to my work!
- It's the decline in the reliability of arriving on time!

## BUSINESSES

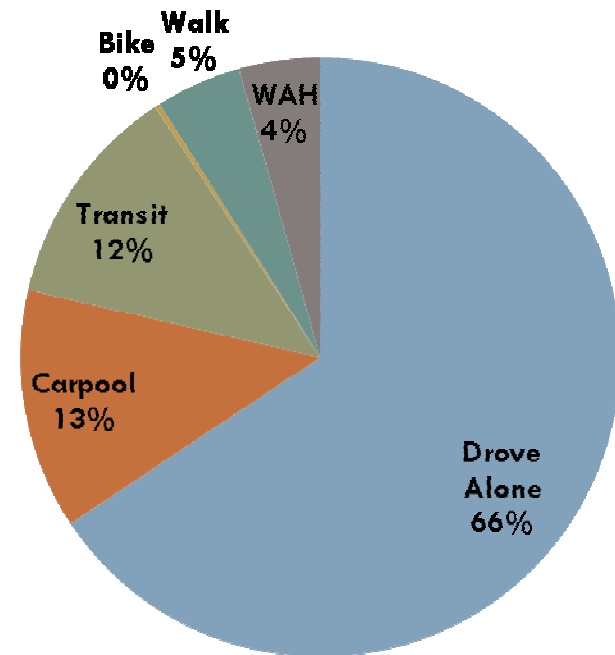
- It's the decline in the number of workers within ½ hr of my employment site!
- It's the decline in the number of suppliers & customers within ½ hr of my business!
- It's the decline in shipment reliability!

# Commute-to-Work by Mode, Census 2000 & ACS annual survey

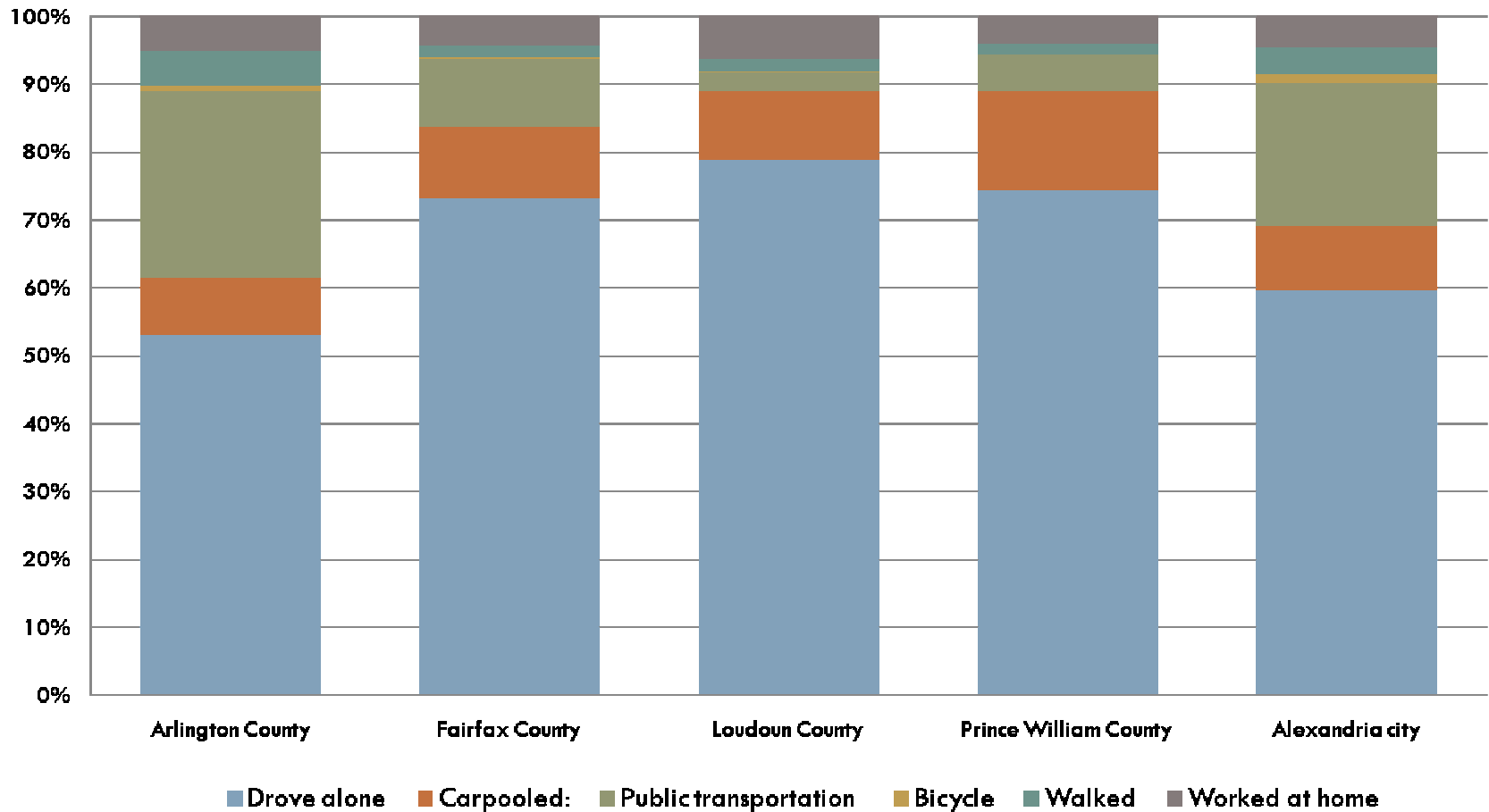
Census 2000



ACS 2009



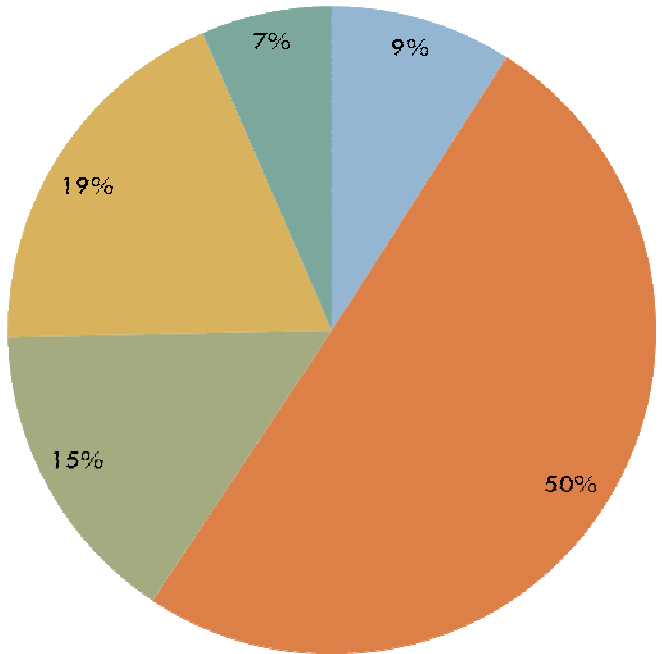
# Mode shares to work 2009



# Where the cars come from in the morning commute

**Car, truck, or van:**

■ Arlington County   ■ Fairfax County   ■ Loudoun County   ■ Prince William County   ■ Alexandria city

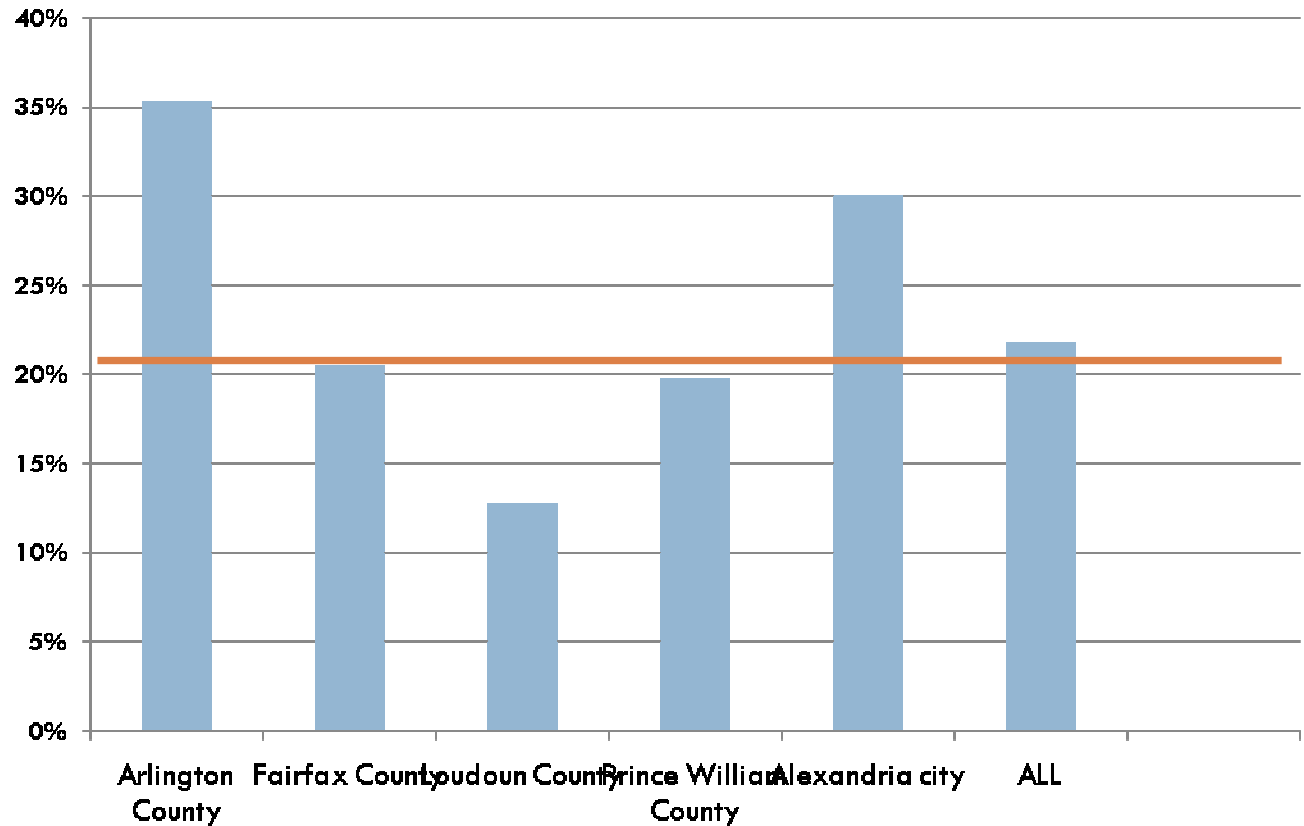


# Transit riders and carpoolers look a lot alike!

One of my rules – if transit + carpools exceed 20% of Commute you are doing pretty good!

Most Metro areas flunk that test.

**carpool plus transit share - 2009**



# The 20% Test for Top Metros

Top Metropolitan Statistical Areas	Total Workers	% Drove Alone	% Carpool	% Transit	% Bike or Walk	% Other	% Work at Home
New York-Northern New Jersey-Long Island, Metro Area	8,719,316	50.4%	7.4%	30.3%	6.5%	1.7%	3.7%
Los Angeles-Long Beach-Santa Ana, Metro Area	5,816,255	73.5%	11.4%	6.1%	3.4%	1.3%	4.4%
Chicago-Naperville-Joliet, Metro Area	4,422,844	70.9%	9.1%	11.5%	3.6%	1.1%	3.8%
Dallas-Fort Worth-Arlington, Metro Area	2,945,976	80.1%	11.4%	1.6%	1.5%	1.3%	4.0%
Washington-Arlington-Alexandria, Metro Area	2,795,375	66.2%	11.1%	13.9%	3.5%	0.9%	4.4%
Philadelphia-Camden-Wilmington, Metro Area	2,751,491	73.3%	8.9%	9.2%	4.3%	0.8%	3.5%
Houston-Sugar Land-Baytown, Metro Area	2,581,559	78.1%	12.6%	2.7%	1.8%	1.6%	3.2%
Atlanta-Sandy Springs-Marietta, Metro Area	2,494,475	77.5%	10.9%	3.6%	1.5%	1.5%	5.1%
Miami-Fort Lauderdale-Pompano Beach, Metro Area	2,479,021	78.4%	10.1%	3.8%	2.2%	1.5%	4.0%
Boston-Cambridge-Quincy, Metro Area	2,277,958	69.4%	8.1%	11.9%	5.7%	0.9%	4.0%
San Francisco-Oakland-Fremont, Metro Area	2,056,454	62.3%	10.4%	14.5%	5.7%	1.5%	5.5%

Wash COG

Source: American Community Survey, 2005-2009 5 year data set

# The Future issue – Access to Workers

## 2

- **Broadening Opportunities**
  - ▣ **Access to Jobs/Workers**
  - ▣ **Access to suppliers**
  - ▣ **Access to markets/customers/clients/patients**
- **Recognize more time-efficient long distance travel as central to region's health**
- **Support Employer Flexibility in time etc**
- **Stronger Private Sector roles utilizing technological strengths of the region**

# THE PLAN THAT WAS/IS!

- Oberstar/Administration speak of \$500 billion reauthorization
- Plan was to use Cap and Trade \$\$\$\$\$. Oops!
- Or more infusions from General Fund? Right!
- HTF Revenue is closer to half that; \$40B x 6
- Needs?
  - ▣ Colossal
  - ▣ Reconstruction of Interstate/Transit – a Trillion?

# APPROACHES – 1

- **PROGRAM SCALE**
- Base program on income – do not exceed the revenue received – A CRAZY CONCEPT
- **PROGRAM SCOPE**
- 1. Base program on fundamentals of the federal purpose. “Ditch Program hitchhikers!”
- 2. Base program on “contending advocacies”
- 3. Cut all same way – good programs and bad

# APPROACHES – 2

- House Leadership says it will be #1 = fiscal responsibility/focused program on core roles
- History says it will be somewhere between #2 and #3 = contending advocacies vs “equity”
- Where do the \$\$\$ come from? Smoke and mirrors!
- Option: kick the can down the road, again
  - ▣ Go with a two or three year program based on available funding and hope for the smoke to clear after the Presidential election

**Congress lives by the belief that there is no problem so big it can't be run away from!**

# What does it all mean?

## For the Fed Program

- Maybe some serious attic cleaning?
- Focus on Interstate Commerce
- More focus on private
- More focus on tolling
- More focus on “efficiency!”

## For Virginia

- Devolution by Default
- Separate Interstate from local needs
- More “Banking” & other leveraging devices
- “20%”? cut in Fed capital funds?
- More State \$\$\$
- “do more with less!”

# The Challenge

- Reaching skilled workers will be the key challenge for employers
- Employers will go where the skilled workers are or where they want to be
- Competition will be amenities-based
- Good transportation will be one of the amenities
- Metro areas that can meet this challenge will be the big winners
- THE 2030 GROUP IS FOCUSED ON THIS

# 3 themes - take away

- 1. No Federal expansion in Capital \$\$\$ likely; cuts of +/-20% are likely. An optimistic scenario = Continuation of constant level in the short term (2-3 years) as a possibility**
- 2. Virginia may be at risk more than other States given its higher degree of dependence on federal support**
- 3. Wash area ability to meet its transportation challenges has to be doubt.**



**THANK YOU!**

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