

AMERICA'S METROPOLITAN AREAS: HUBS OF TRANSPORTATION INNOVATION & ECONOMIC GROWTH




Image Source: <http://www.flickr.com/photos/kptipahi/6131826507/sizes/o/in/photostream/>

Steve Heminger – January 13, 2014

Metropolitan Transportation Commission

TRANSPORTATION RESEARCH BOARD ANNUAL MEETING





**“The members of the other party
in this House are the opposition.
The Senate is the enemy.”**

- **Legendary advice to
House freshmen**

An aerial photograph of a city, likely San Francisco, showing a dense urban area with a large body of water (the bay) in the center. The city is surrounded by hills and mountains in the distance. The sky is blue with some light clouds.

1

**REBUILDING AMERICA'S ECONOMY:
GROWTH IN METROPOLITAN AREAS**

2

**TRANSFORMING URBAN TRANSPORTATION:
DIVERSITY IN INVESTMENT STRATEGIES**

3

**UNDERSTANDING INTERACTIONS BETWEEN
ECONOMIC GROWTH & TRANSPORTATION**

20 LARGEST U.S. METROPOLITAN AREAS

36%

OF TOTAL U.S. POPULATION

45%

OF GROSS NATIONAL PRODUCT

62%

OF U.S. GOODS MOVEMENT ACTIVITY

76%

OF TOTAL U.S. TRANSIT BOARDINGS

METROPOLITAN AREAS ARE AMERICA'S ECONOMIC ENGINE

- **The largest U.S. metropolitan areas generate substantially greater levels of per-capita economic output when compared to the nation as a whole.**
- **15 of the 20 largest metropolitan areas have above-average per-capita gross regional product.**

Top-Performing Metros	% of GDP/capita
San Francisco Bay Area	158%
Washington, DC	144%
Seattle, WA	137%
Houston, TX	137%
Boston, MA	136%

METROPOLITAN AREAS ARE ACCELERATING THE NATIONAL ECONOMIC RECOVERY

- **Large U.S. metropolitan areas are also recovering from the Great Recession at a faster rate than smaller cities and rural areas.**

Data Source: Brookings Institute Metro Monitor Recovery Ranking (2013)

- **In addition, the housing market is recovering at a slightly faster pace (10% greater than the national average) in these 20 largest metropolitan areas.**

Data Source: RealtyTrac Metro Foreclosure Report (2013)

- **Cities such as Boston, Houston, New York, and San Francisco/San Jose have foreclosure rates up to 50% less than the national average.**

Data Source: RealtyTrac Metro Foreclosure Report (2013)



JUST FOUR METRO AREAS ACCOUNT FOR

29%

OF U.S. GOODS MOVEMENT ACTIVITY

as measured in dollars of freight flows

9%

LOS ANGELES

9%

NEW YORK

6%

HOUSTON

5%

CHICAGO

JUST FOUR METRO AREAS ACCOUNT FOR

54%

OF TOTAL U.S. TRANSIT BOARDINGS



35%

NEW YORK

8%

LOS ANGELES

8%

CHICAGO

6%

SAN FRANCISCO

JUST FOUR STATES' SENATORS ACCOUNT FOR

33%

OF TOTAL U.S. POPULATION

California

New York



Texas

Florida

TRANSPORTATION INVESTMENTS SUPPORT ECONOMIC GROWTH ACROSS THE UNITED STATES.

BUT DIFFERENT METRO AREAS ARE PURSUING VASTLY DIFFERENT STRATEGIES TO ACCELERATE GROWTH AND TO COPE WITH AGING INFRASTRUCTURE.





EXAMINING FUNDING ALLOCATIONS FOR THE 20 LARGEST MPOs

Public Transit

Roads & Bridges

O&M

Operations & maintenance for existing transit systems

Transit enhancements

Operational improvements (e.g. BRT upgrade) to existing transit lines

Operations & maintenance for existing roads/bridges

Road enhancements (e.g. non-motorized facilities)

Non-capacity-increasing operational improvements

Expansion

New transit lines

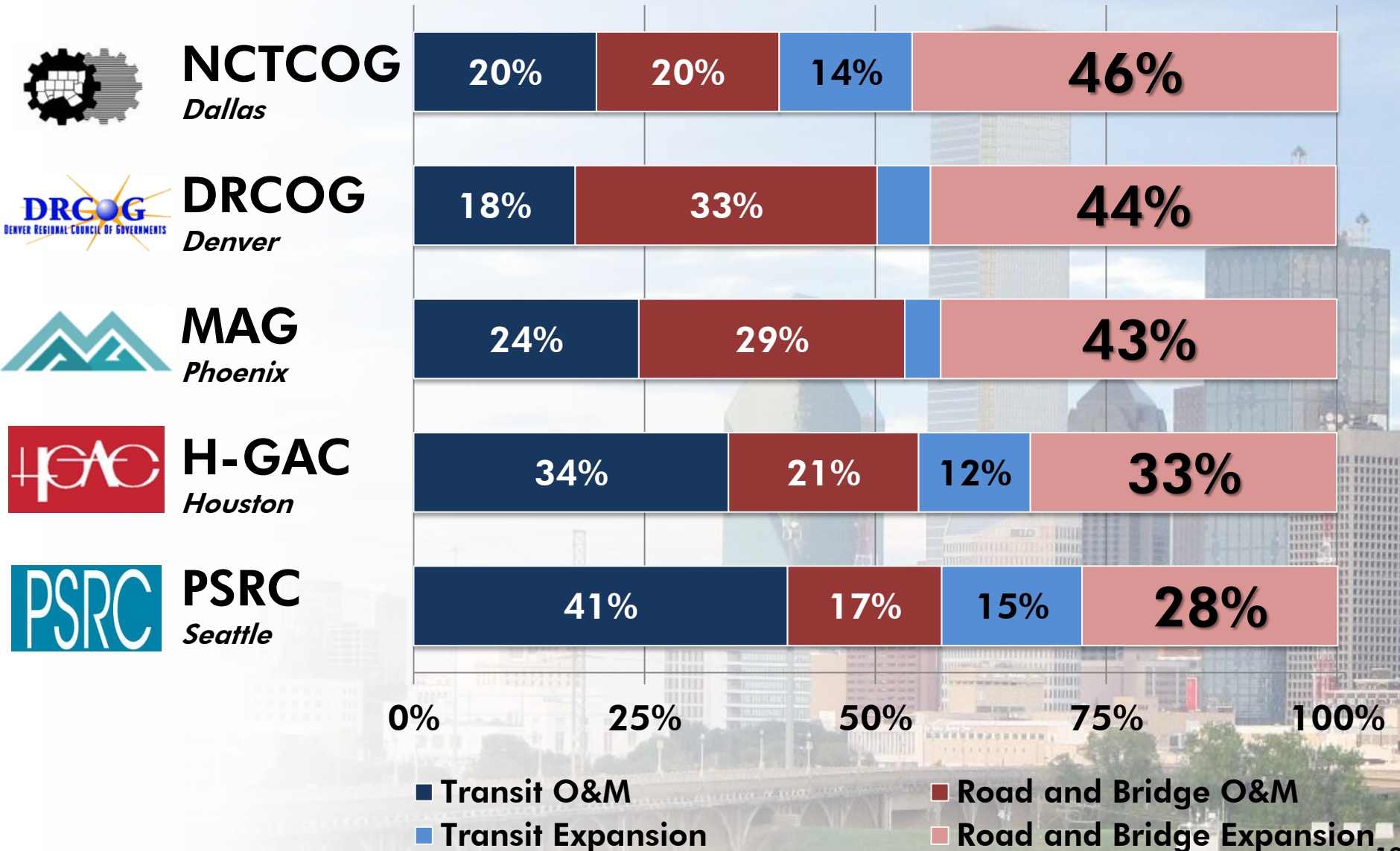
Extensions or infill stations for existing transit lines

New highways or arterials

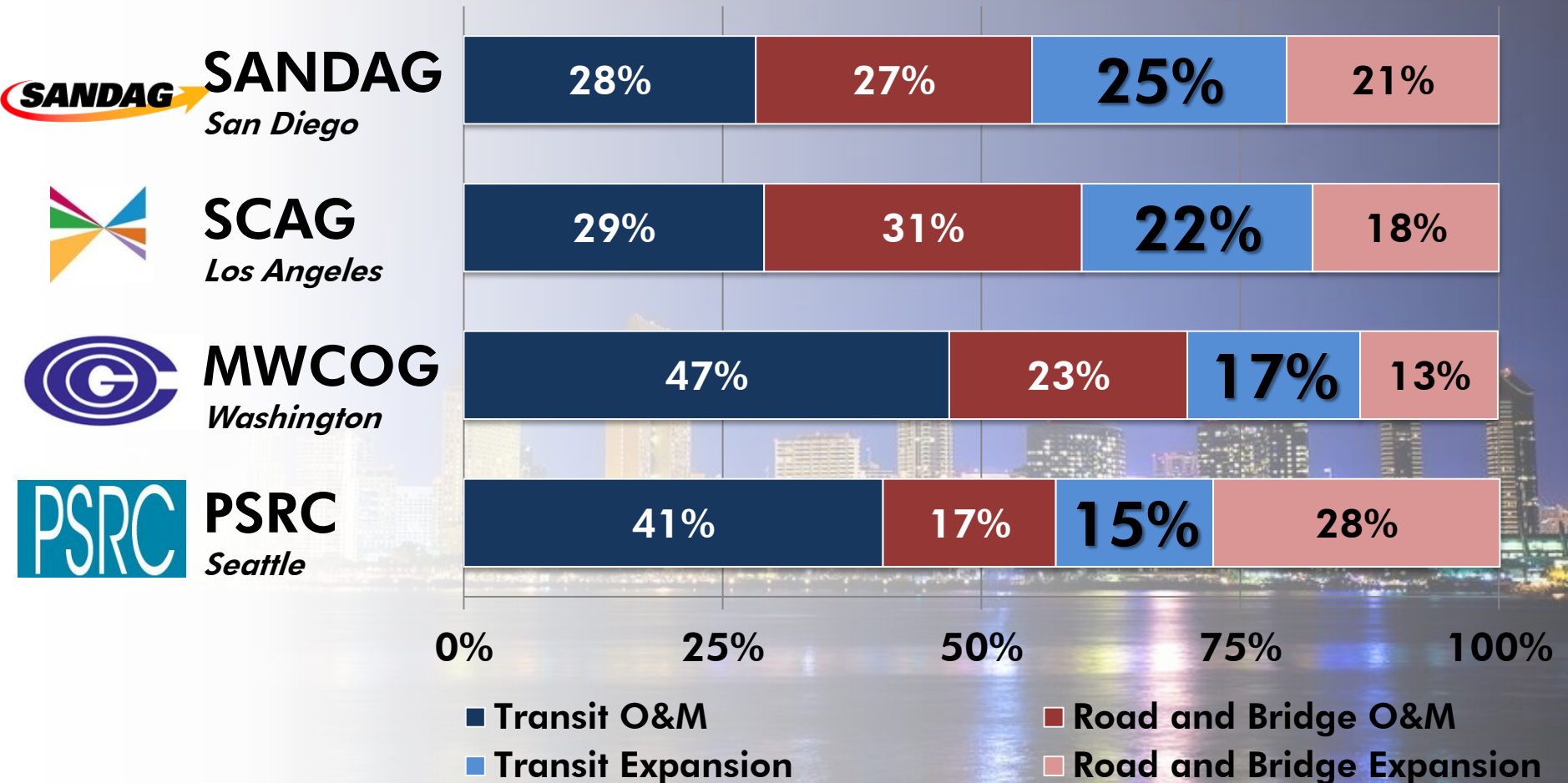
Widening of existing highways or arterials

Capacity-increasing highway interchanges

TOP METROS FOR HIGHWAY EXPANSION



TOP METROS FOR TRANSIT EXPANSION



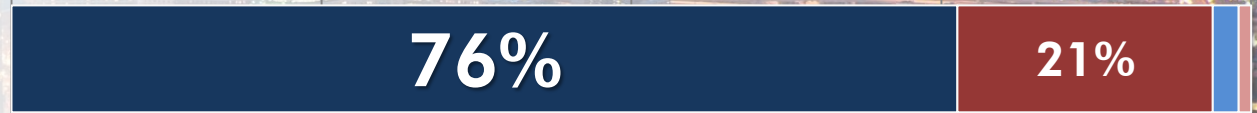
TOP METROS FOR "FIX IT FIRST" (TRANSIT)



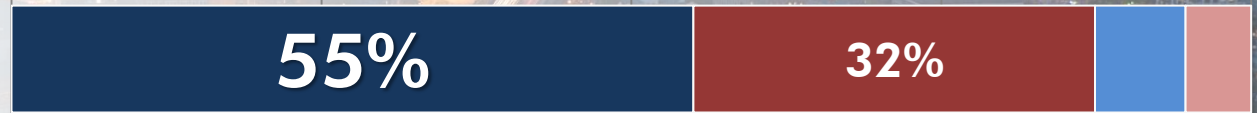
BMPO
Boston



NYMTC
New York



MTC
San Francisco



EWGCOG
St. Louis



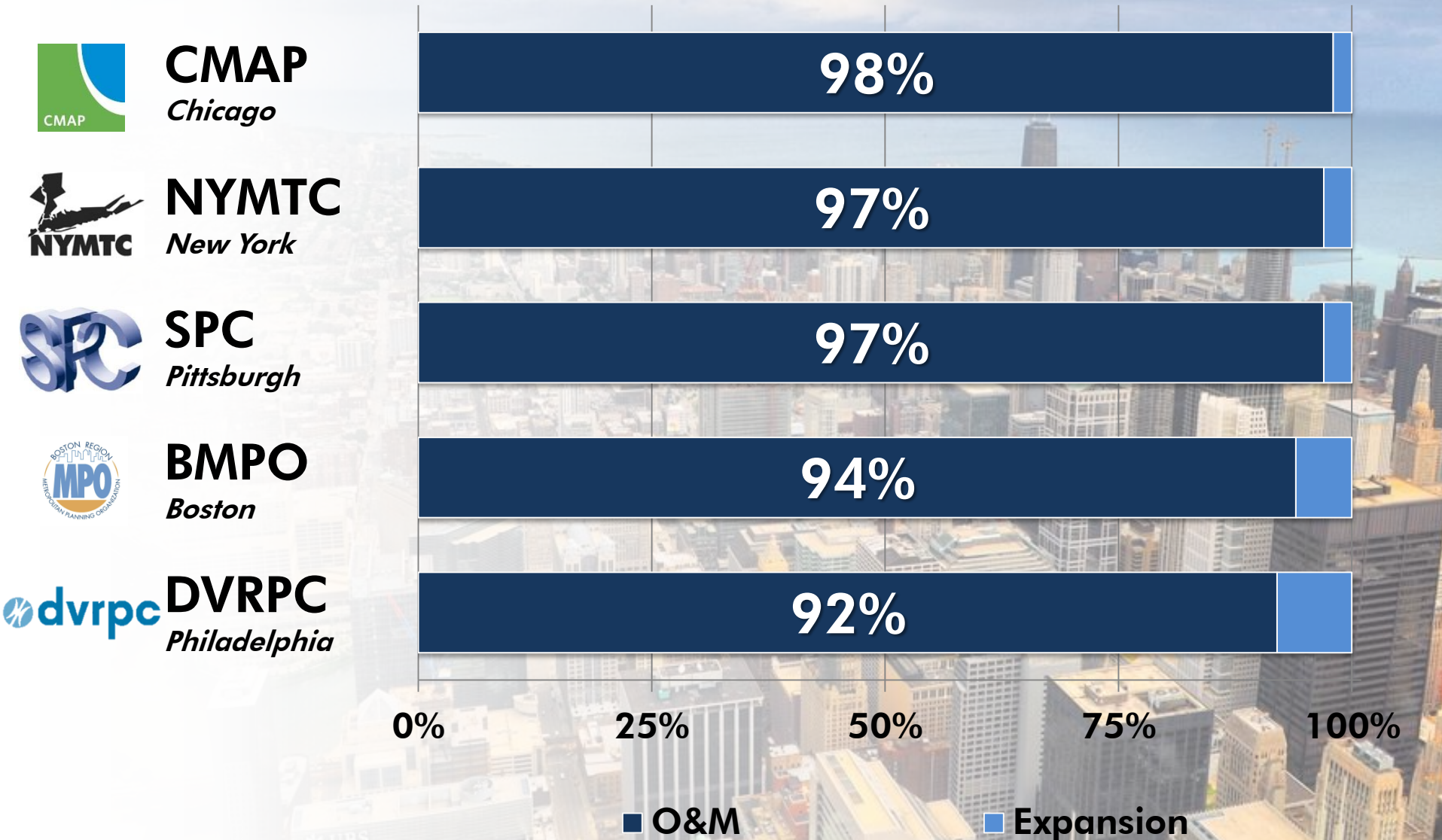
MWCOCG
Washington



0% 25% 50% 75% 100%

- Transit O&M
- Road and Bridge O&M
- Transit Expansion
- Road and Bridge Expansion

TOP METROS FOR "FIX IT FIRST" (OVERALL)



CONCLUSION 1: "GO (SOUTH)WEST, YOUNG MAN"

- Metropolitan areas in the South and West were fastest to recover from the Great Recession, both in terms of job growth and the regional housing market; these include prosperous metropolitan areas like San Francisco/San Jose, Houston, and Dallas.
- Because of their continued rapid growth, transportation investments in these regions feature a greater emphasis on highway and transit expansion to accommodate expected population growth.
- Equally prosperous peers in the Northeast (such as Boston and New York) have stabilized their housing markets but have not experienced as robust economic/employment growth as Southern and Western metro areas.



CONCLUSION 2: “FIX IT FIRST” DOMINATES IN AGING CITIES

- **Many older, slow-growth metropolitan areas continue to struggle with limited job growth and a weak housing market - in particular, cities such as Philadelphia, Chicago, Baltimore, and St. Louis.**
- **Transportation policymakers in many of these aging metropolitan areas have focused – by choice or by necessity – on system preservation rather than continued expansion.**

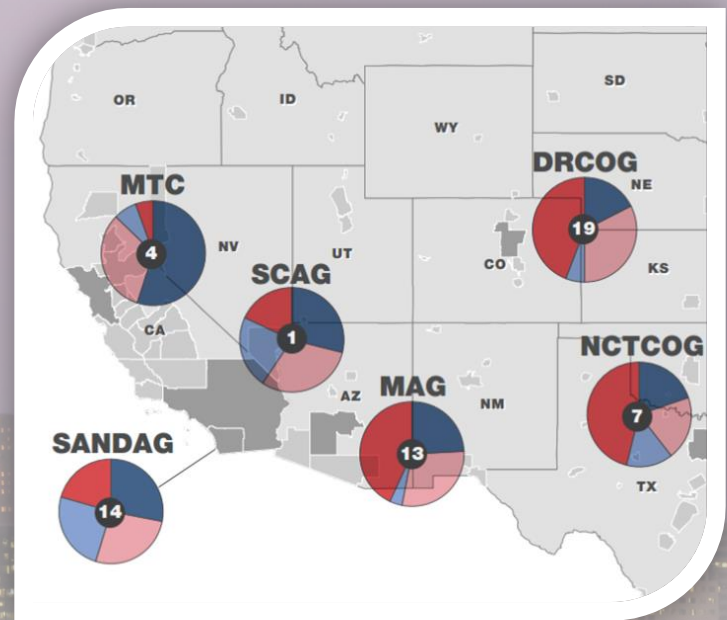


CONCLUSION 3: THE “INVISIBLE HAND” CAN BE BLIND TOO

- **While transit-oriented cities like San Francisco and Seattle have experienced strong recoveries, economic growth remains strongest in auto-dominated locations in the South and Southwest.**
- **Regions such as Dallas, Houston, and Phoenix quickly recovered from the recession; many of these locations are continuing to invest heavily in highway expansion, limiting the potential for significant modal shifts to public transit in the coming years.**

For more top 20 metropolitan area data:

www.mtc.ca.gov/metro



The next round's on
FHWA...

