

# HOUSEHOLD TRANSPORTATION INVESTMENTS

This review will be more easily understood as annotated comments on problem areas in the 2030 RTP.\* The 2030 RTP was considered from the point of view of public comment during 2001 and 2002, particularly the comment found in *Changing Direction: Transportation Choices for 2030*.\*\*

See the "The American Dream" at <http://www.transact.org/report.asp?id=224> for more information on household travel costs.

\* Available at <http://www.sp2030.com/CommentSite/index.html>.

\*\*Available at <http://www.cnt.org/tsp/trans/ctaqc/cc/theplan.htm>

*The chart below offers specific page references and quotes from the Regional Transportation Plan and commentary on why each quote is relevant or problematic*

<b>Page</b>	<b>Quote</b>	<b>Comment</b>
19	<i>In addition, because we are establishing policy direction for government agencies, the goals speak to institutional influences on society.</i>	Fails to acknowledge that public investment policies impact household transportation costs, that families must direct more household income to cars when transit and walkability are not options.
48	<i>The analysis used economic, statistical and engineering methods to evaluate the alternatives based on fundamental principles that illustrate rational behavior.</i>	CATS relies on a formula for calculating "transportation cost" to the user that severely undercounts the actual cost of owning, insuring, fueling and repairing automobiles and overcounts the "time cost" of waiting for transit. The formula guarantees that auto use will look "rational" and transit use will look "irrational" for the majority of trips.
50	<i>Shared Path 2030 anticipated that reduced miles and hours of travel are associated with lower energy costs, less pollution and more efficient use of the transportation system.</i>	Their formula for calculating "transportation cost" leads to this illogical conclusion. A traveler can have marginally longer trips on transit, by foot or by bicycle and reduce energy costs, pollution and congestion as well as reduce personal costs.
6	<i>Nonetheless, nearly all of the decisions regarding the transportation system's use are privately made. Thus, while decisions regarding transportation supply occur in the public domain, their success is dependent to a significant extent on the personal travel choices of individuals.</i>	Individual travel choices and household travel costs are heavily influenced by the infrastructure choices available. When auto travel is the only convenient or realistic option, cars must be purchased. Once purchased, autos create substantial, continuous expenses.

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August 2003