

Poverty and Transportation: What does the NHTS say

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Motivations

- ❖ Poor people suffer issues in health, education, employment
- ❖ Importance of mobility to reduce poverty
- ❖ Uneven distribution of wealth and poverty more common in the United States
- ❖ Using US government definitions, 13 percent of the US were classified as poor by the end of 2008
 - Highest rates in the South
 - 14 million children under the age of 18 defined poor
- ❖ Spending on Transportation as share of Income
 - 20.2 percent (all households)
 - 29.6 percent (working families with incomes \$20,000 to \$50,000)

2008 Poverty Thresholds

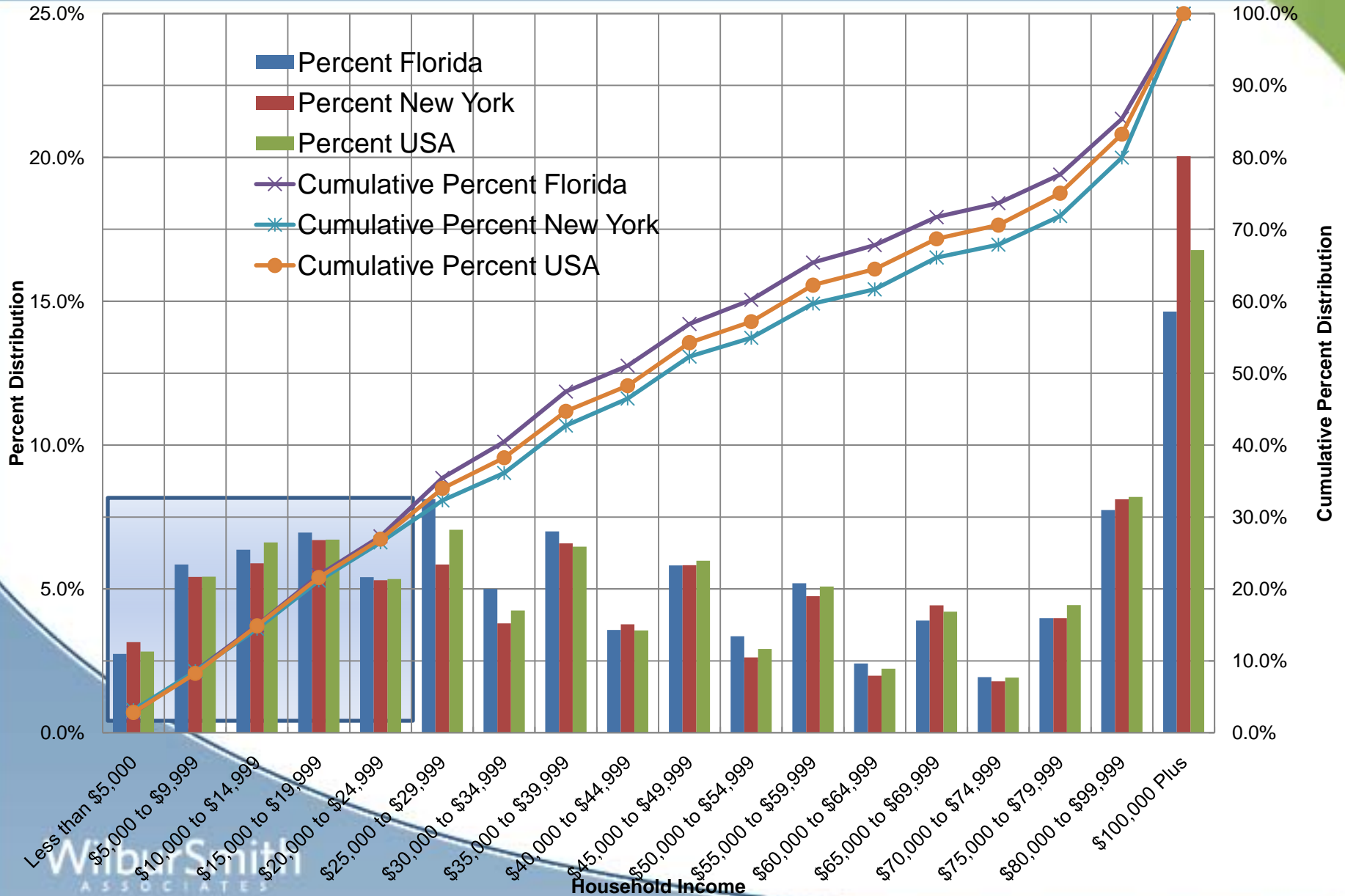
SIZE OF FAMILY UNIT	WEIGHTED AVERAGE THRESHOLDS
One person (unrelated individual)	\$10,991
Under 65 years	\$11,201
65 years and over	\$10,326
Two people	
Householder under 65 years	\$14,051
Householder 65 years and over	\$14,489
Three people	
Householder	\$17,163
Four people	
Householder	\$22,025
Five people	
Householder	\$26,049
Six people	
Householder	\$29,456
Seven people	
Householder	\$33,529
Eight people	
Householder	\$37,220
Nine people or more	
Householder	\$44,346

Source: US Census Bureau

Sample Size

- ❖ NHTS 2009 Data
- ❖ Considered Florida and New York
- ❖ Florida has 15,884 households in the 2009 NHTS
 - The number is 14,402 after data cleaning
 - 3,515 households have annual household income less than \$25,000 [24.4 percent of sample]
- ❖ New York has 16,165 households in the 2009 NHTS
 - The number is 14,719 after data cleaning
 - 3,003 households have annual household income less than \$25,000 [20.4 percent of sample]

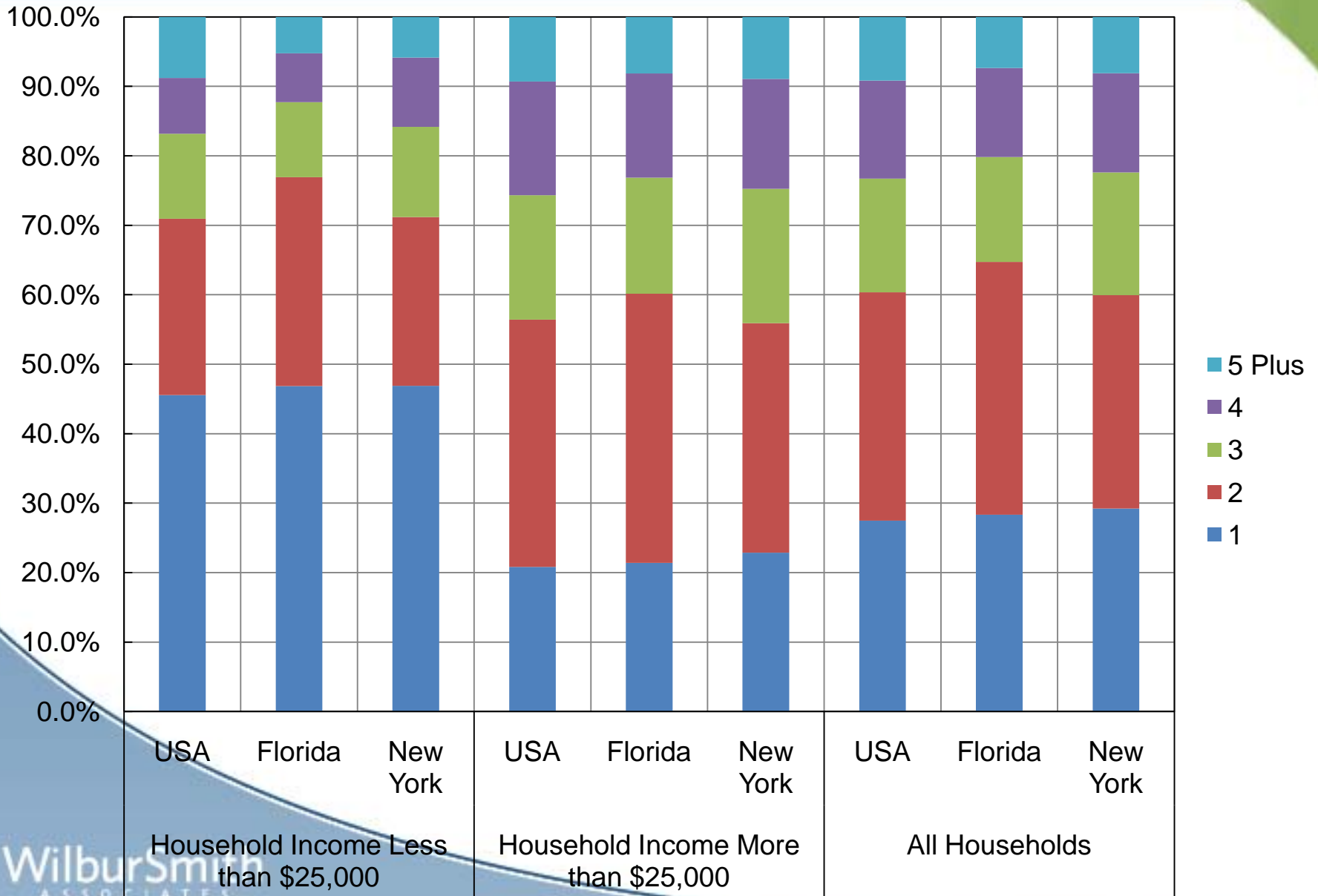
Household Income Distribution



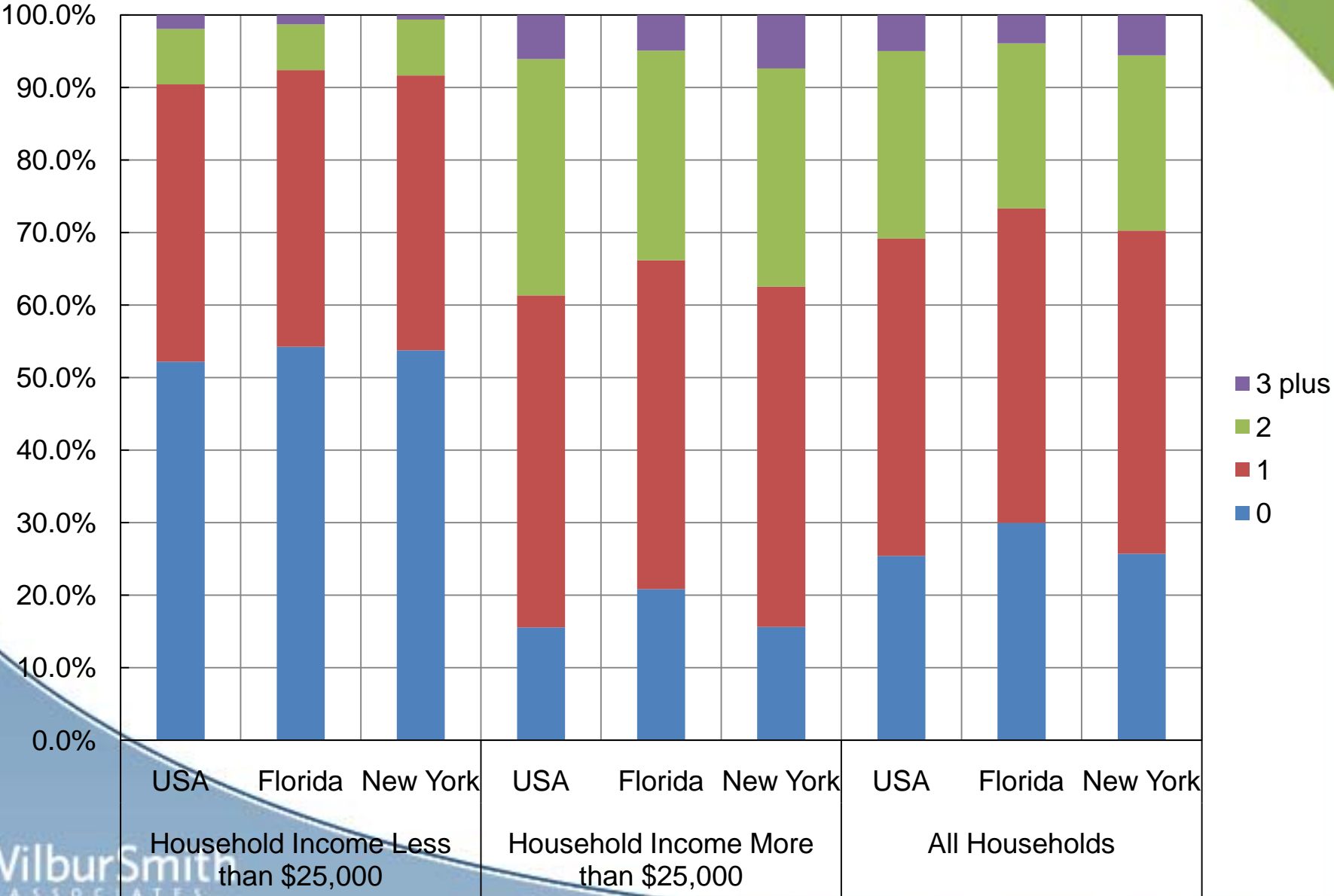
Overall Household Characteristics

Weighted Average	Household Income Less than \$25,000			Household Income More than \$25,000			All Households		
	USA	FL	NY	USA	FL	NY	USA	FL	NY
Household Size	2.2	2.0	2.1	2.6	2.5	2.6	2.5	2.4	2.5
Number of Workers in Household	0.6	0.5	0.6	1.3	1.2	1.3	1.1	1.0	1.1
Number of Vehicles Available in Household	1.2	1.1	0.6	2.1	1.9	1.5	1.9	1.7	1.3

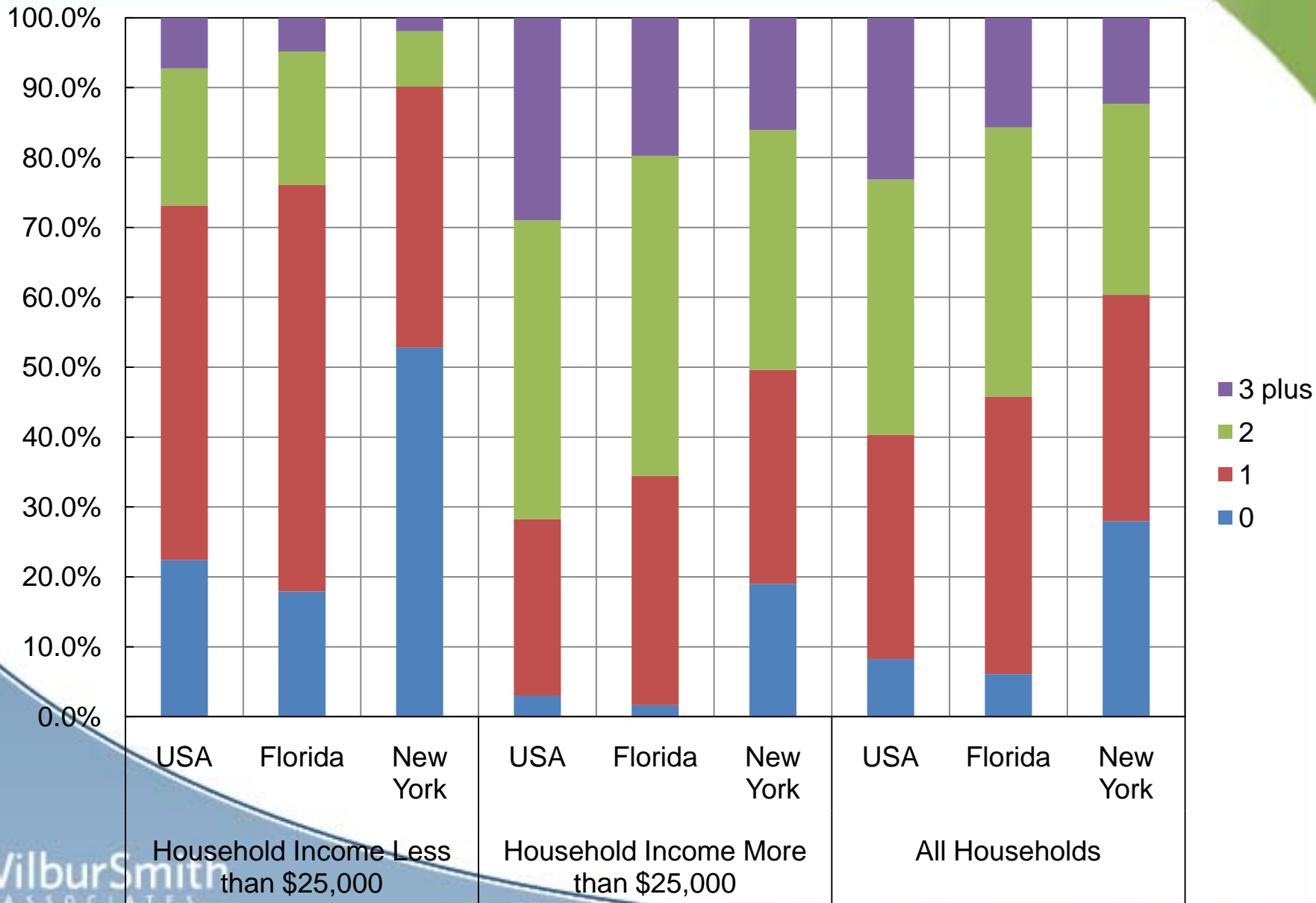
Household Size



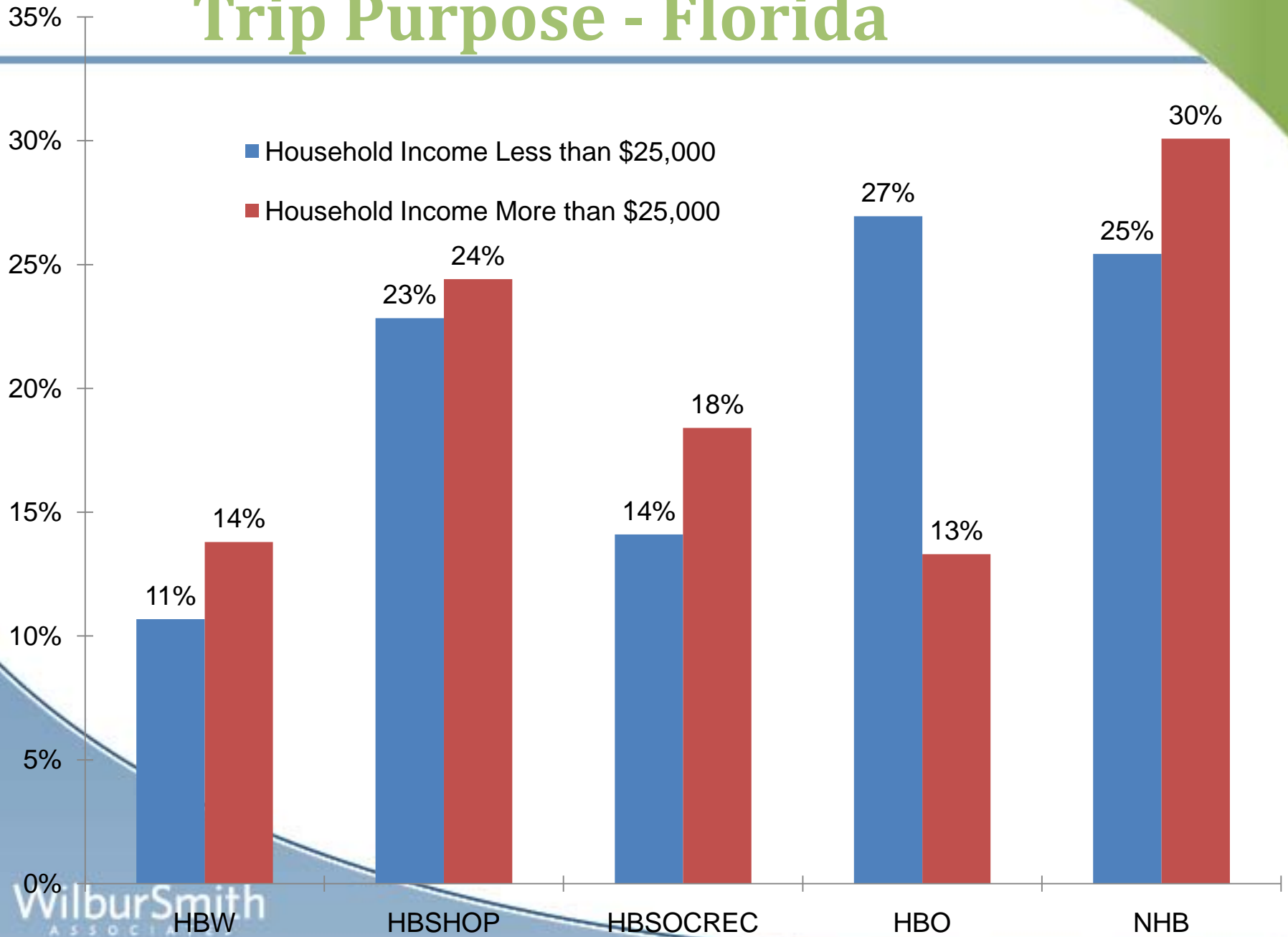
Number of Household Workers



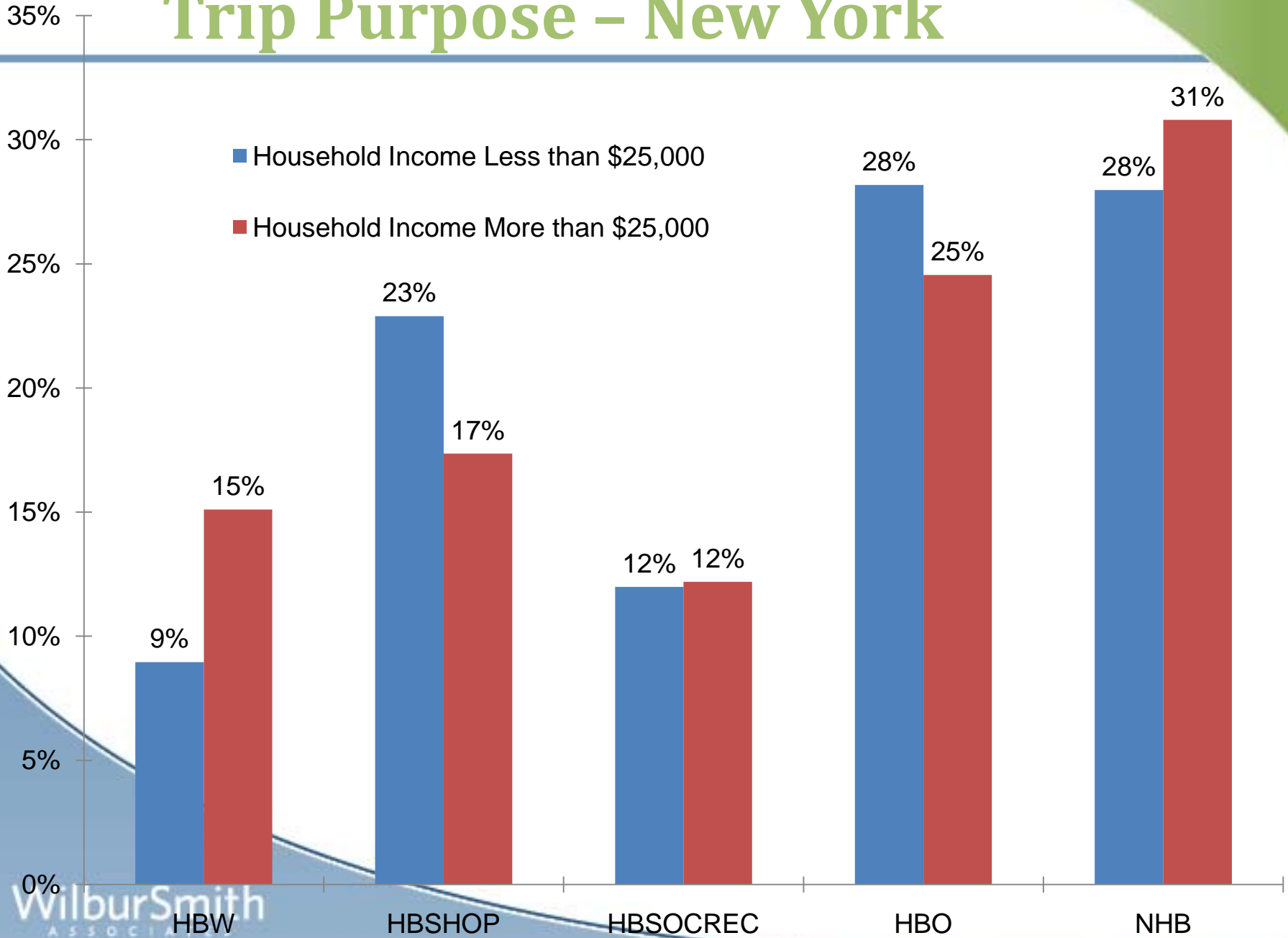
Household Vehicle Availability



Trip Purpose - Florida



Trip Purpose – New York



Florida Mode Distribution

	Household Income Less than \$25,000				
Mode	HBW	HBSHOP	HBSOCREC	HBO	NHB
Auto	86%	82%	51%	74%	85%
Transit	8%	4%	4%	5%	3%
Taxicab	1%	0%	1%	0%	0%
Bike	3%	11%	36%	9%	8%
Walk	0%	1%	0%	1%	0%
Other	2%	3%	7%	10%	3%
Grand Total	100%	100%	100%	100%	100%
	Household Income More than \$25,000				
Mode	HBW	HBSHOP	HBSOCREC	HBO	NHB
Auto	96%	96%	64%	81%	91%
Transit	1%	0%	1%	1%	1%
Taxicab	0%	0%	0%	0%	0%
Bike	1%	3%	29%	10%	6%
Walk	0%	0%	0%	0%	0%
Other	2%	1%	7%	7%	3%
Grand Total	100%	100%	100%	100%	100%

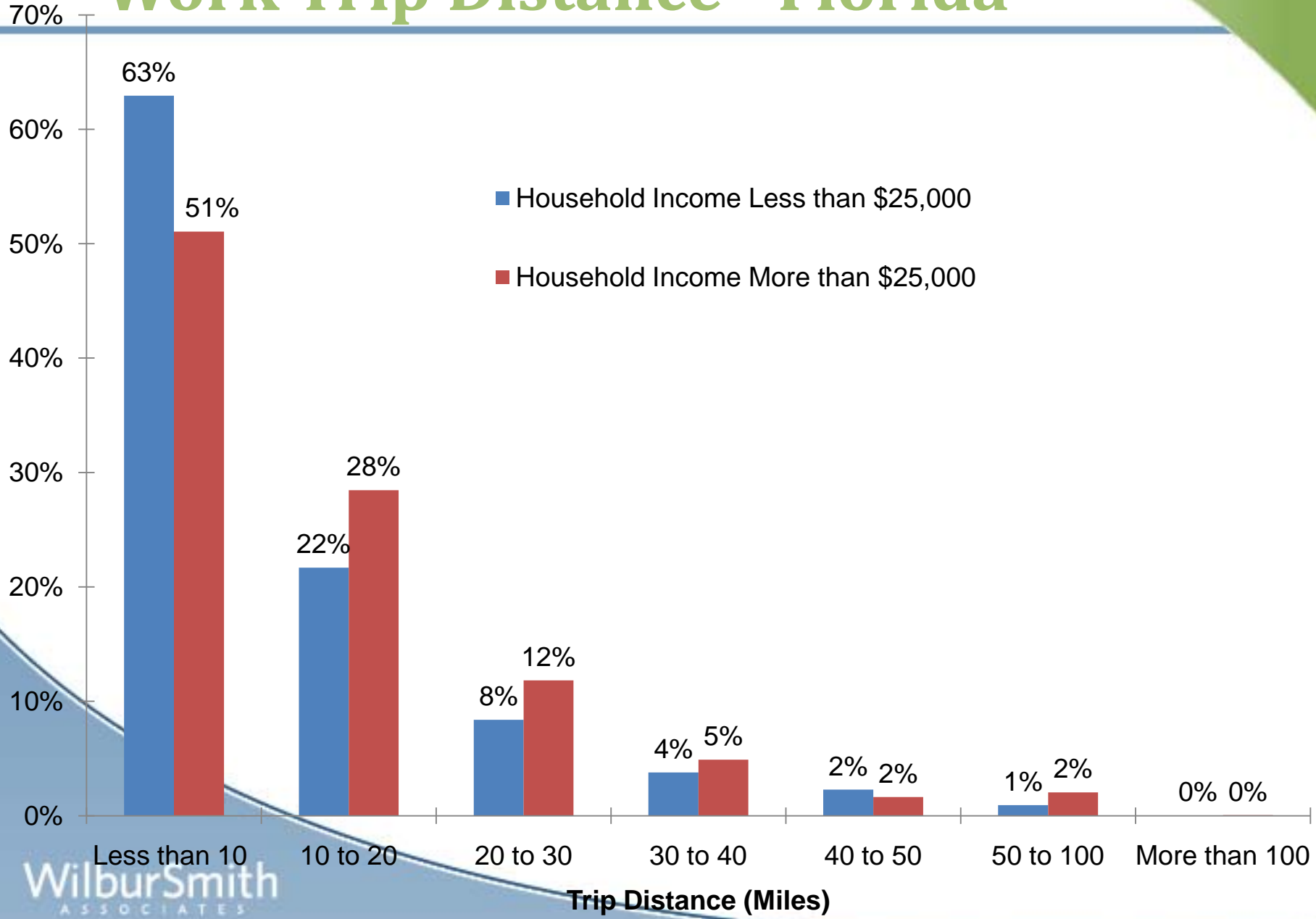
New York Mode Distribution

	Household Income Less than \$25,000				
Mode	HBW	HBSHOP	HBSOCREC	HBO	NHB
Auto	48%	50%	34%	39%	56%
Transit	33%	12%	22%	23%	15%
Taxicab	3%	1%	1%	4%	0%
Bike	9%	36%	38%	21%	27%
Walk	0.0%	0.2%	0.0%	1.0%	0.0%
Other	7%	2%	4%	12%	2%
Grand Total	100%	100%	100%	100%	100%
	Household Income More than \$25,000				
Mode	HBW	HBSHOP	HBSOCREC	HBO	NHB
Auto	69%	69%	54%	61%	63%
Transit	22%	8%	8%	10%	8%
Taxicab	1%	0%	0%	1%	1%
Bike	7%	22%	34%	18%	25%
Walk	0%	0%	0%	0%	0%
Other	2%	1%	4%	11%	3%
Grand Total	100%	100%	100%	100%	100%

Florida Trip Length Distribution

	Household Income Less than \$25,000				
Trip Distance (Miles)	HBW	HBSHOP	HBSOCREC	HBO	NHB
Less than 10	63%	88%	82%	81%	82%
10 to 20	22%	8%	12%	11%	10%
20 to 30	8%	2%	3%	4%	3%
30 to 40	4%	1%	2%	1%	3%
40 to 50	2%	1%	0%	1%	1%
50 to 100	1%	1%	1%	2%	1%
More than 100	0%	0%	0%	0%	1%
Grand Total	100%	100%	100%	100%	100%
	Household Income More than \$25,000				
Trip Distance (Miles)	HBW	HBSHOP	HBSOCREC	HBO	NHB
Less than 10	51%	85%	81%	76%	77%
10 to 20	28%	10%	10%	16%	13%
20 to 30	12%	2%	4%	5%	5%
30 to 40	5%	1%	2%	2%	2%
40 to 50	2%	0%	1%	1%	1%
50 to 100	2%	0%	1%	1%	1%
More than 100	0%	0%	1%	0%	1%
Grand Total	100%	100%	100%	100%	100%

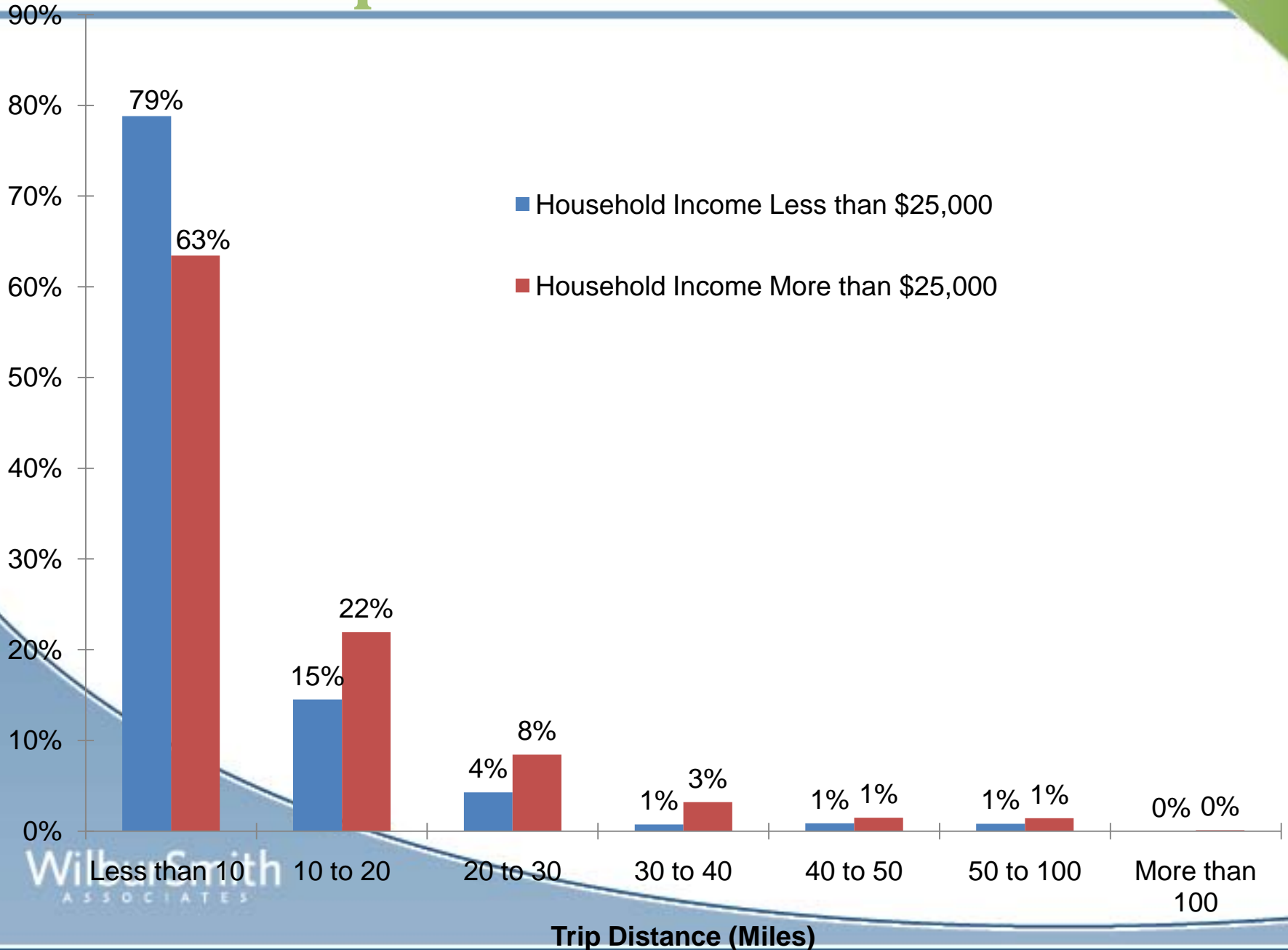
Work Trip Distance - Florida



New York Trip Length Distribution

	Household Income Less than \$25,000				
Trip Distance (Miles)	HBW	HBSHOP	HBSOCREC	HBO	NHB
Less than 10	79%	93%	85%	86%	91%
10 to 20	15%	5%	5%	8%	5%
20 to 30	4%	1%	3%	3%	2%
30 to 40	1%	1%	2%	1%	1%
40 to 50	1%	0%	4%	0%	0%
50 to 100	1%	0%	1%	2%	1%
More than 100	0%	0%	1%	0%	0%
Grand Total	100%	100%	100%	100%	100%
	Household Income More than \$25,000				
Trip Distance (Miles)	HBW	HBSHOP	HBSOCREC	HBO	NHB
Less than 10	63%	91%	87%	86%	85%
10 to 20	22%	6%	8%	9%	8%
20 to 30	8%	1%	2%	2%	3%
30 to 40	3%	0%	1%	1%	1%
40 to 50	1%	0%	0%	0%	1%
50 to 100	1%	0%	1%	1%	1%
More than 100	0%	0%	1%	1%	1%
Grand Total	100%	100%	100%	100%	100%

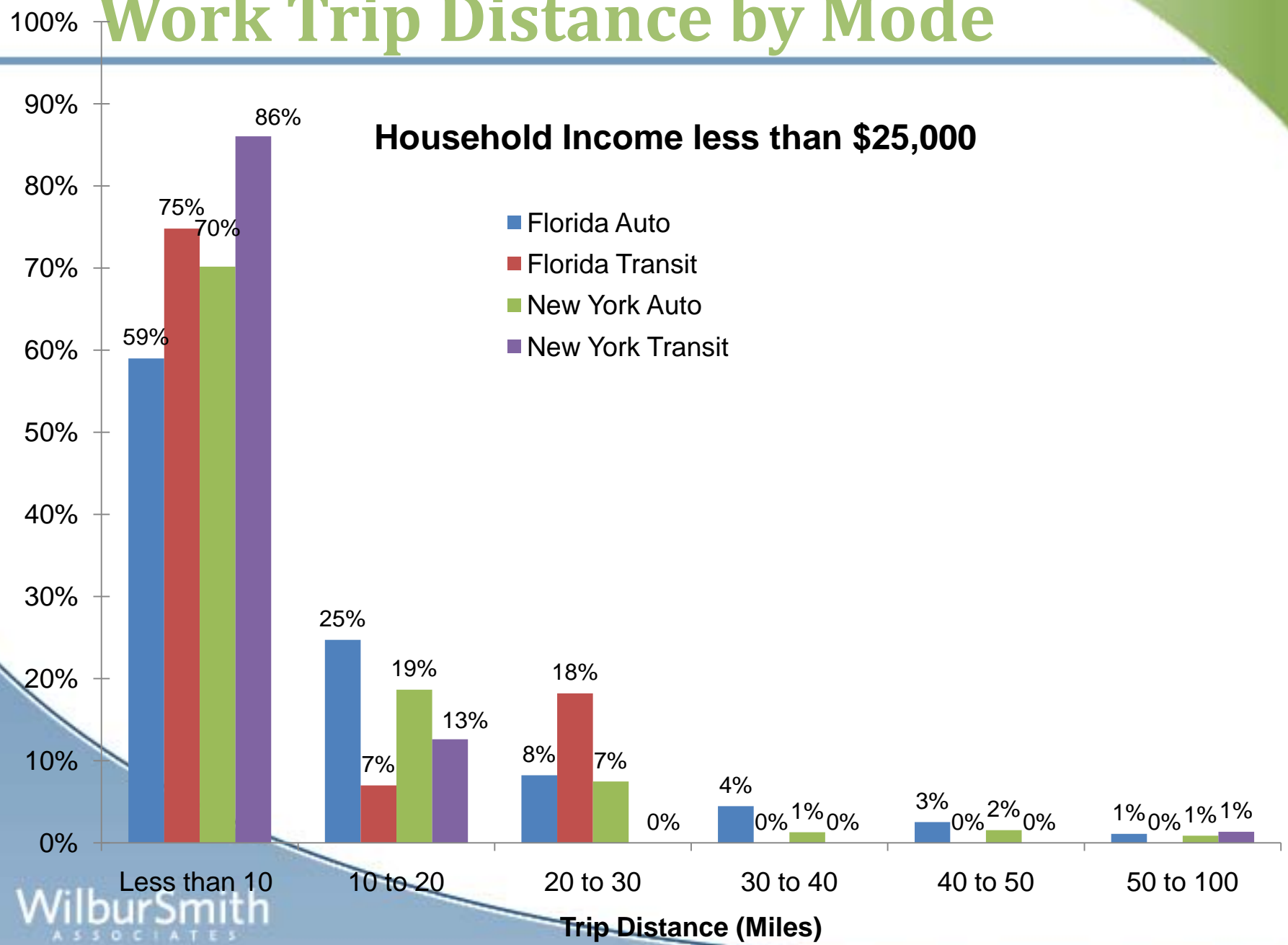
Work Trip Distance – New York



Work Trip Distance by Mode

Household Income less than \$25,000

- Florida Auto
- Florida Transit
- New York Auto
- New York Transit



Brookings Transit & Jobs Report

- ❖ How effectively does transit connects people and jobs within and across metropolitan areas
- ❖ Thought it would be interesting to see what the NHTS says in terms of travel behavior in select metros
- ❖ Selected three Metros – Only Low Income Household Work Trips
 - Jacksonville, FL (Sample size = 37 trips)
 - Miami-Fort Lauderdale-Pompano Beach, FL (Sample size = 198 trips)
 - New York-Northern New Jersey-Long Island, NY-NJ-PA (Sample Size = 168 trips)

Jacksonville, FL Metro Area

Missed Opportunity: Transit and Jobs in Metropolitan America

Transit Accessibility Profile



58%

Coverage

Share of working-age residents near a transit stop

100 Metro Average: 69%



15.2

Service Frequency

Median wait (minutes) for any rush hour transit vehicle

100 Metro Average: 10.1



23%

Job Access

Share of all jobs reachable via transit in 90 minutes

100 Metro Average: 30%

70

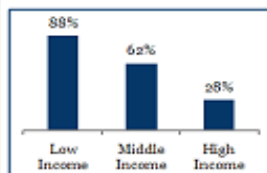
Combined Access Rank

Combined ranking on coverage and job access

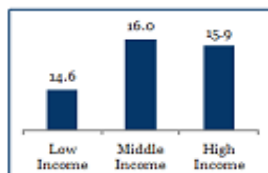
Rank out of 100 Metros

Neighborhood Income and Location

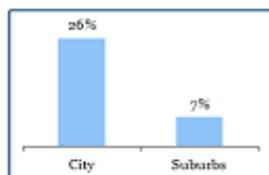
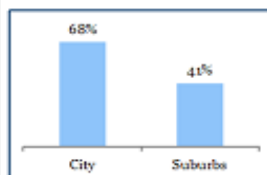
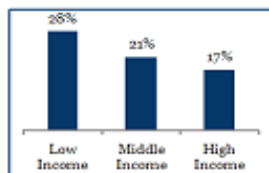
Coverage



Service Frequency

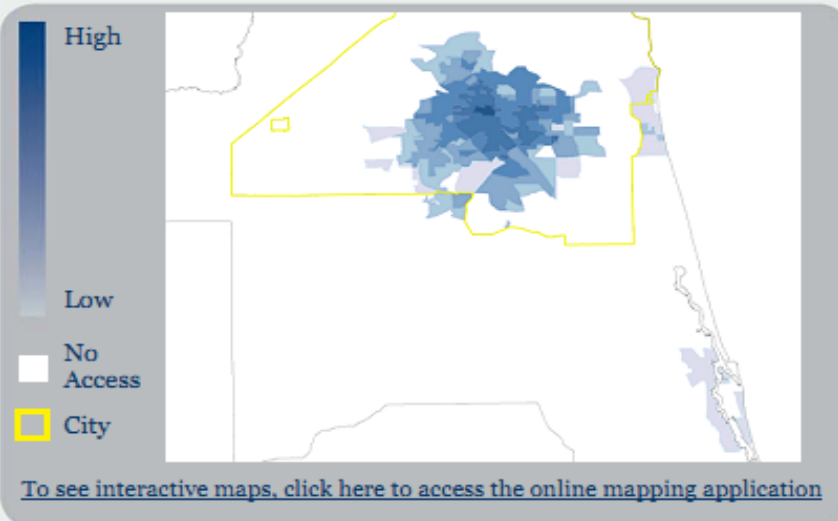


Job Access



- Low Income: under 80% Area Median Income (AMI); High Income: over 120% AMI
 - City is first named city in metro area name plus other cities in name with at least 100,000 residents; suburbs are the remaining portion of metro area
 - Source: Brookings analysis of transit agency, Nielsen Pop-Facts 2010, and Nielsen Business-Facts data

Job Accessibility



Miami-Fort Lauderdale-Pompano Beach, FL Metro Area

Missed Opportunity: Transit and Jobs in Metropolitan America

Transit Accessibility Profile



89%

Coverage

Share of working-age residents near a transit stop

100 Metro Average: 69%



10.6

Service Frequency

Median wait (minutes) for any rush hour transit vehicle

100 Metro Average: 10.1



16%

Job Access

Share of all jobs reachable via transit in 90 minutes

100 Metro Average: 30%

63

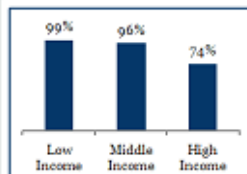
Combined Access Rank

Combined ranking on coverage and job access

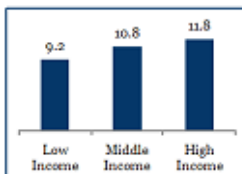
Rank out of 100 Metros

Neighborhood Income and Location

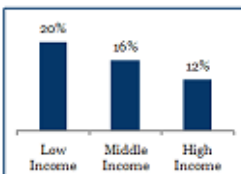
Coverage



Service Frequency

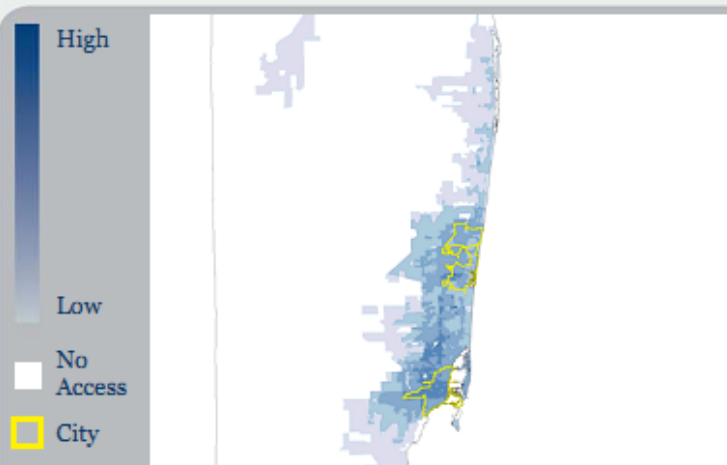


Job Access



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Job Accessibility



To see interactive maps, click here to access the online mapping application

New York-Northern New Jersey-Long Island, NY-NJ-PA

Missed Opportunity: Transit and Jobs in Metropolitan America

Transit Accessibility Profile



90%
Coverage

Share of working-age residents near a transit stop

100 Metro Average: 69%



4.5

Service Frequency

Median wait (minutes) for any rush hour transit vehicle

100 Metro Average: 10.1



37%

Job Access

Share of all jobs reachable via transit in 90 minutes

100 Metro Average: 30%

13

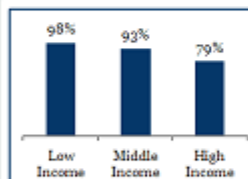
Combined Access Rank

Combined ranking on coverage and job access

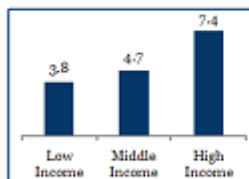
Rank out of 100 Metros

Neighborhood Income and Location

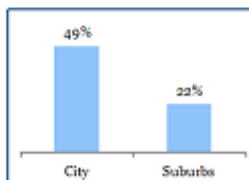
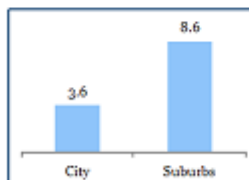
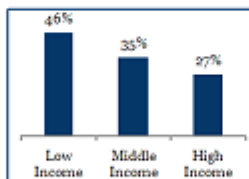
Coverage



Service Frequency

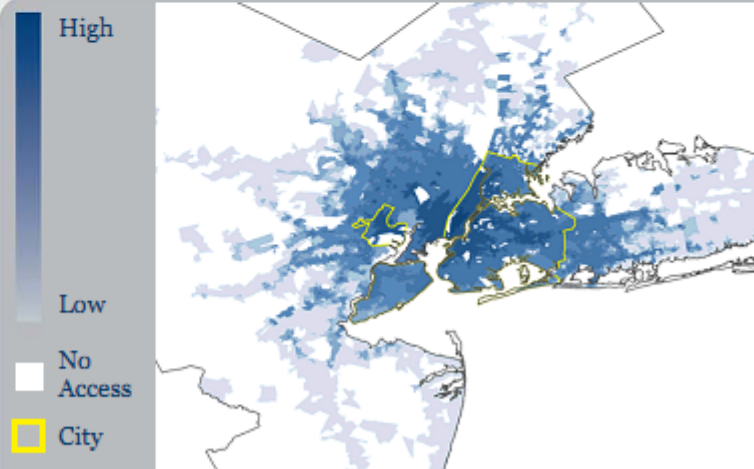


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Job Accessibility

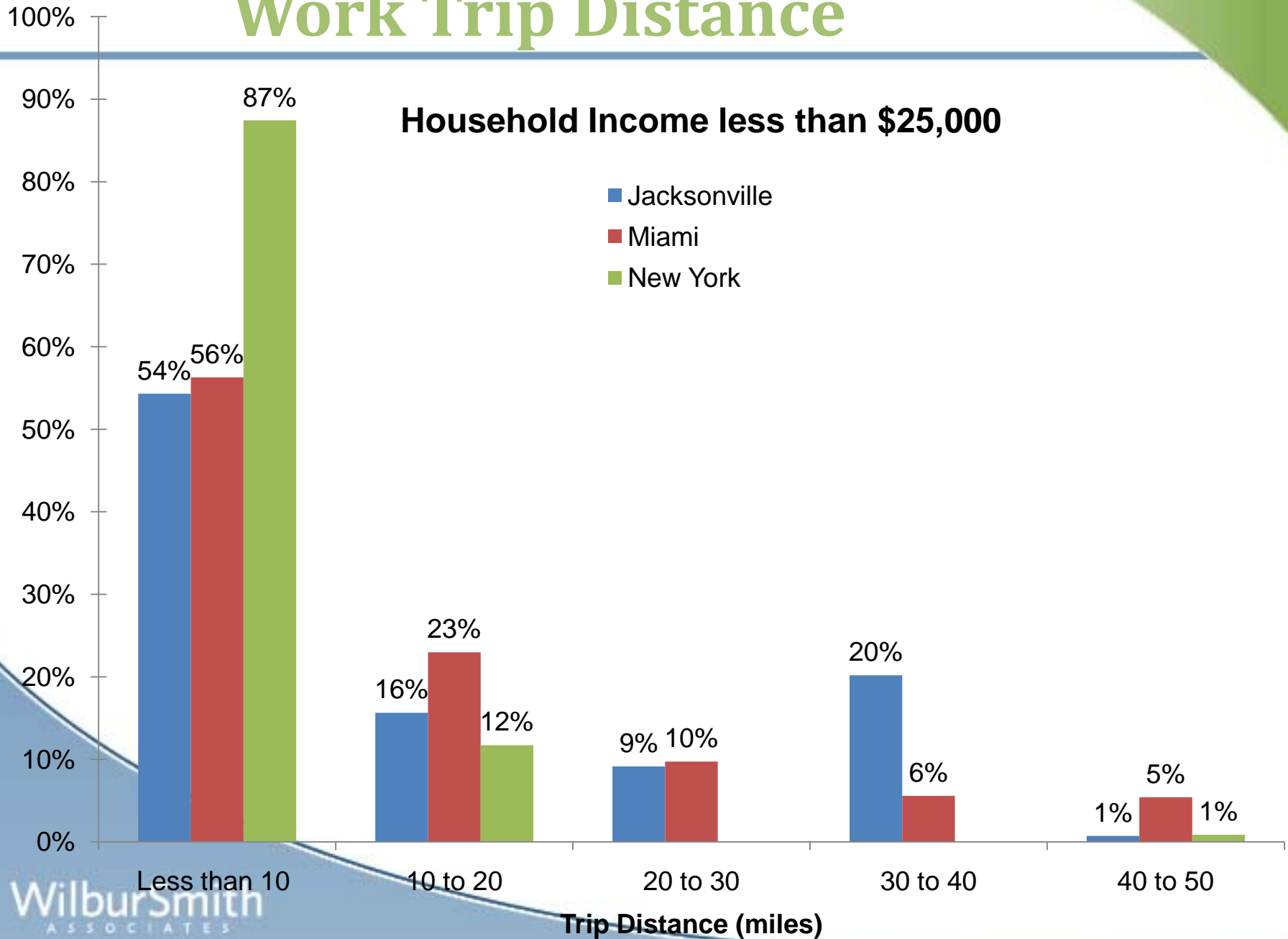


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Work Trip Distance

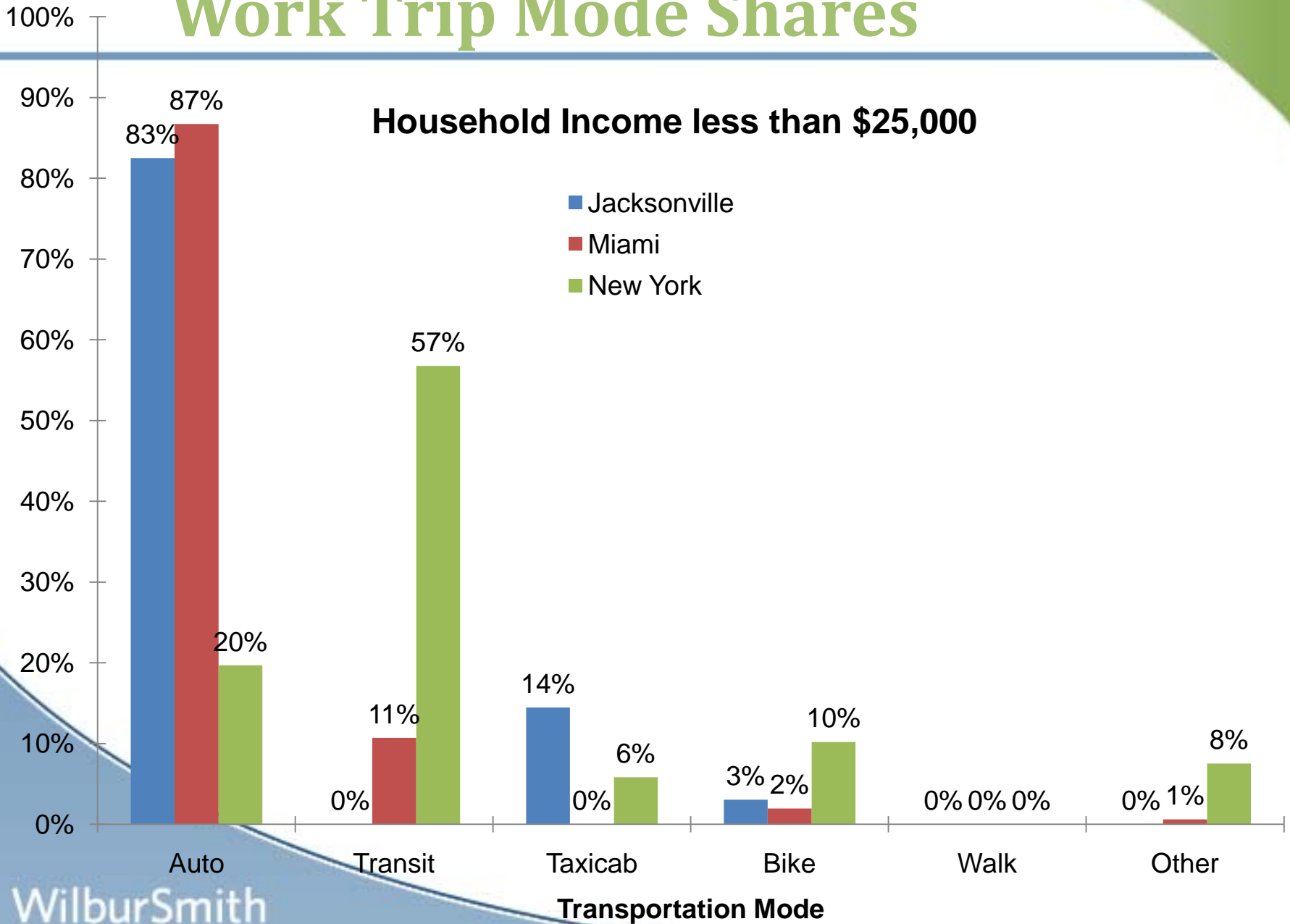
Household Income less than \$25,000

- Jacksonville
- Miami
- New York



Work Trip Mode Shares

Household Income less than \$25,000



Contact

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