

## Transportation and Social Equity Webinar

### *Transcript of Questions and Responses*

1. Are the function and names of LRTP, TIP and Unified Plans consistent across all States?

- Transportation Improvement Plans (TIPs) and Statewide Transportation Improvement Plans (STIPs) are generally consistent terms used around the US. Long Range Transportation Plans (LRTPs) are often also called simply “Plans” or sometimes Regional Transportation Plans (RTPs).

2. The rapid rail initiative in the Alameda corridor sounds interesting. Can you provide more detail?

- This is a project to improve highway and rail access to the ports of Los Angeles and Long Beach. More information about the project can be found at [www.acta.org](http://www.acta.org)

3. What are the challenges of access to jobs and healthcare in rural areas?

- The availability, affordability, and accessibility of transportation choices in rural communities are critical issues that must be addressed to ensure equitable access to employment opportunities, healthcare, government services, and education. The nation’s current transportation system provides rural Americans with few transportation options, leaving families particularly susceptible to volatile energy prices. Rural Americans also face the highest levels of poverty and the largest distances between critical health and human services. The Transportation for America Campaign will address the mobility needs of rural Americans by strengthening regional decision-making, increasing the planning capacity of small towns, and investing in projects to support convenient, mixed-use communities that give people options to walk, bike, ride transit, and drive.

4. How can we get a federal mandate for state highway construction projects to include alternative transportation infrastructure into design and construction?

- Transportation for America, PolicyLink, and the Transportation Equity Network are working with national bicycle and pedestrian advocacy organizations to reform the federal surface transportation program and build a 21<sup>st</sup> Century, sustainable transportation system. The Transportation for America platform calls for creating national health and safety targets in the National Transportation Objectives, which would require best practices in “active transportation” and context-sensitive roadway design for project eligibility.

5. Inadequate pedestrian, bicycle, and ADA facilities often make it difficult to access transit. How are Complete Streets, which serve all users, being incorporated into transportation project planning?

- Complete Streets are designed and operated to enable safe access for all users where pedestrians, bicyclists, motorists and bus riders of all ages and

abilities are able to safely move along and across a complete street. Senator Tom Harkin (IA) and Representative Doris Matsui (CA-5) introduced the Complete Streets Act of 2009 into the US Senate (S. 584) and House (H.R. 1443), to ensure that federal transportation infrastructure investments provide safe travel for Americans. More information about Complete Streets and the recent legislation can be found at [www.completestreets.org](http://www.completestreets.org)

6. Are there any funds from the economic stimulus bill directed towards injury prevention projects?

- While the ARRA does not provide funding specifically for the Highway Safety Improvement Program (HSIP), safety infrastructure improvements and programs are eligible under the Surface Transportation Program (STP). More information can be found at <http://stimulus.smartgrowthamerica.org/>

7. The economic stimulus organizing opportunity sound great, where can I get more information?

- More information about efforts to ensure stimulus funds are spent on clean, green transportation infrastructure, including the report “Spending the Stimulus: How Your State Can Put Thousands Back to Work by Jumpstarting a 21st Century Transportation System” can be found online at <http://stimulus.smartgrowthamerica.org/>

8. How can social equity considerations be incorporated into stimulus spending when projects must be obligated right away and be shovel ready? This means that design, which has not yet been funded, will not happen!

- For a detailed guide to advancing social equity considerations in stimulus spending see Policy Link and the Transportation Equity Network joint report entitled [An Engine of Opportunity: A User’s Guide to Advocate for Transportation Equity in the 2009 Recovery Act.](#)

9. Are there any plans to use video advocacy to advance these ideas, or viral campaigns?

- A recording of each Transportation for America webinar, along with a related Policy Brief and a transcript of the Q&A, will be available online at [www.t4america.org/webinars](http://www.t4america.org/webinars) for everyone to access. We will also be blogging about the event.