# TransitVision 2050

## Final Report of APTA's TransitVision 2050 Task Force

**OCTOBER 2008**

APTA
AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION


In 2050 America's energy efficient, multi-modal, environmentally sustainable transportation system powers the greatest nation on earth.

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# About TransitVision 2050

Empowered by society to help shape a sustainable world and to enhance quality of life, America's public transportation industry will have a central, transforming role as America confronts change in the years ahead. TransitVision 2050 was established to build a compelling, collaborative vision that would inspire such ongoing aspirations and actions.

Our vision is an efficient, multi-modal transportation system, the key for sustained economic vitality and global competitiveness. In this vision, by 2050 America's investment in balanced transportation systems has enabled it to sever its dependency on foreign oil. America is stronger as a result. In this vision, the switch to high quality public transportation systems has given individuals the choice to avoid climate-unfriendly lifestyles. Communities are better as a result. In this vision, people from all walks of life have freedom, opportunity, and independence to pursue their American dream. The quality of life for many generations to come is enriched as a result. In short, investments have brought a return that far exceeds the initial outlay.

Across the North American continent, population trends, urban growth trends, energy trends, environmental trends, and economic trends all point favorably to a ripe, robust future for public transportation. The challenge will be to step up efforts – federal/state/local/private – to make the vision a reality.

In preparing its vision for the future, the American Public Transportation Association (APTA) conducted a year-long dialogue within its membership and has collaborated with its many partners. In its outreach efforts, APTA utilized contemporary communication techniques to gather input, including chat rooms, blogs, webinars, video conferences and streaming videos. A special TransitVision 2050 task force was created to distill this wealth of inputs into the report you see.

The document is written in the voice of someone describing the world in 2050 and how it has changed since the early part of the 21st century.

APTA and its member organizations look forward to working with Congress and others to seek the reforms and investments required to make this vision a reality for future generations. Actions to be taken over the next year will be the first steps on that journey.

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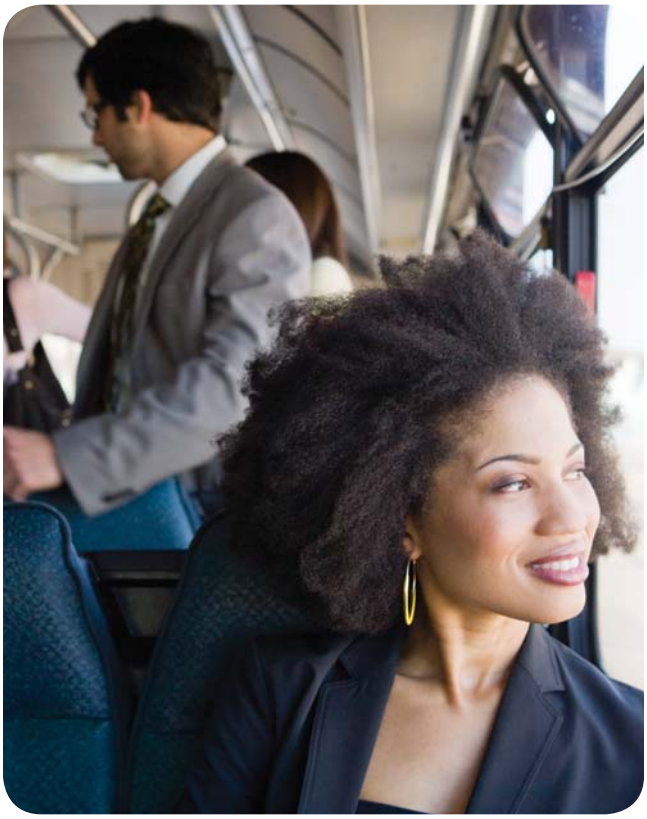
October 2008

# Looking Back: The America of 2008 was Ripe for Change

In 2050 Americans look back at the initial decade of the 21st century and see an America that needed a new direction. A new era of economic, environmental, and transportation policy was on the horizon. As had been the case throughout history, it would be new innovations in transportation that would propel the economy forward and shape the nation. From early roads and canals, through the growth of railroads and electric street railways, through the automobile age, and the jet age, transportation systems have always been at the center of American progress. And that progress has always helped America become the most prosperous society in history.



But the good times had left the America of 2008 with a hangover. In 2008 the surface transportation system was at the core of an overwhelming dependency on volatile, insecure and expensive foreign oil sources, an unsustainable appetite for land, and a deteriorating environment resulting from emissions that fouled the air and contributed greatly to climate change. The system in 2008 represented an enormous drain on the U.S. economy as more and more individual disposable income went overseas to support foreign petroleum suppliers, many of which have proven to be unfriendly, hostile or directly threatening to the security interests of North America. Communities designed specifically for travel by automobile begat sprawl, inefficient use of resources, gridlock, and a degradation of our physical and social environment. And as America kept making the same mistakes, these problems only got worse.

In 2008 America had a relatively small supply of superior public transportation services that provided real competition to individual automobile trips; offered insufficient mobility options for the nation's growing population of older adults, persons with disabilities, and individuals with limited transportation means; suffered from overcrowded roads and transit systems that adversely affected quality of life; and feared a future of woefully underfunded systems lacking the policy commitment and funding necessary to support sustainable growth and development. In an era awash in advanced technology, America was floundering with outmoded systems.

Chronic underinvestment in transportation infrastructure had left a huge backlog. America failed to keep up with countries that had begun to recognize transportation as a key to their own economic growth. The United States ranked 27th of 36 countries listed by the international Organization for Economic Cooperation and Development in terms of percent of GDP invested in infrastructure and other components of fixed capital formation.

These challenges left America at a crossroads, but with the opportunity in 2008 to launch a new direction. Nothing less than America's status as world leader was at stake.

**AMERICA FAILED TO KEEP UP WITH COUNTRIES THAT HAD BEGUN TO RECOGNIZE TRANSPORTATION AS A KEY TO THEIR OWN ECONOMIC GROWTH.**

# 2050: Demographic/Social Trends Have Ushered in an Era of More and Better Public Transportation

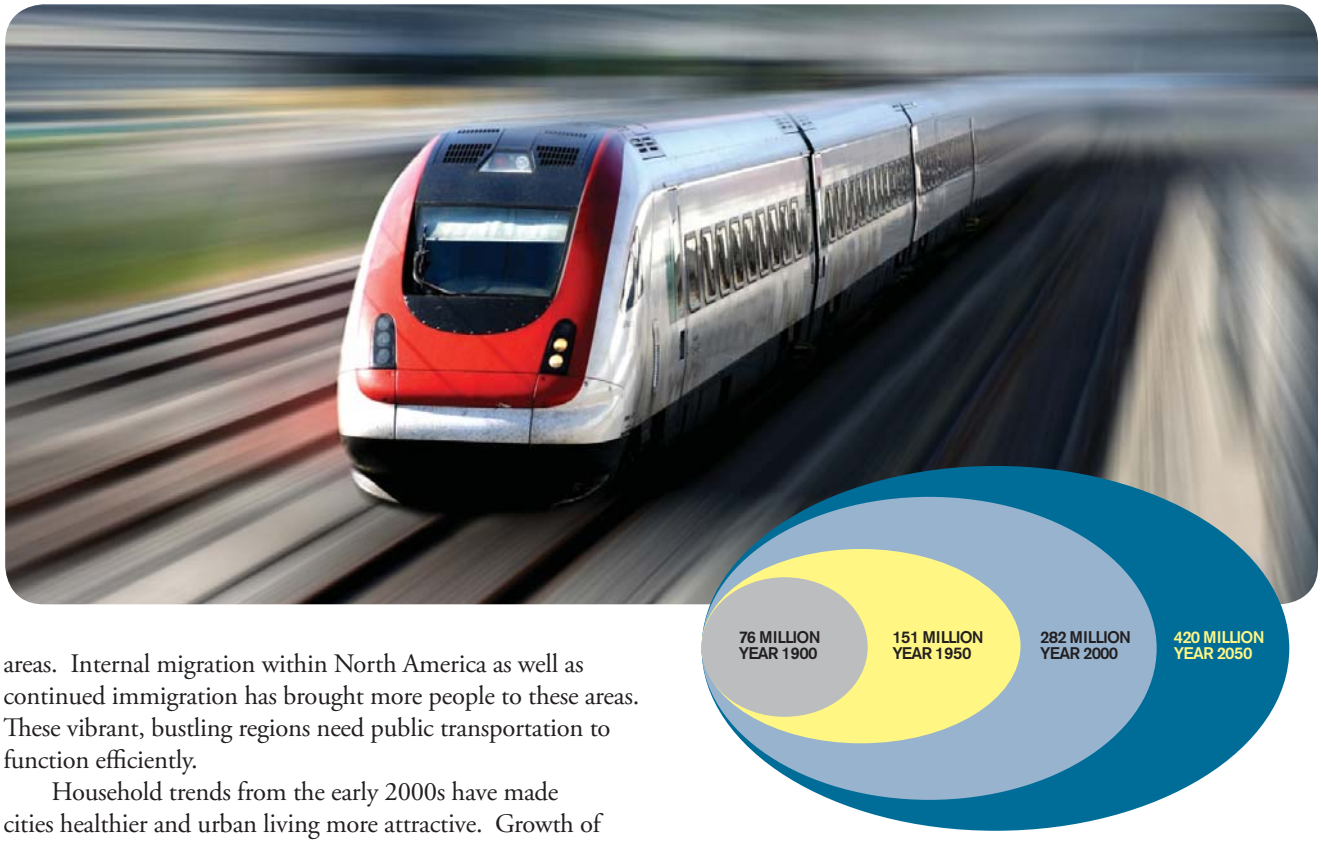
By 2050, demographic trends have influenced the course of social, economic and transportation development. With a population approaching 440 million, the United States has grown by one-half since the year 2000, and the 3-4 million new residents added each year places it among the world's fastest growing countries.[1] As has been the case throughout American history, population growth has followed economic opportunity, leading to growth in North America's top 100 metropolitan areas. Internal migration within North America as well as continued immigration has brought more people to these areas. These vibrant, bustling regions need public transportation to function efficiently.

Household trends from the early 2000s have made cities healthier and urban living more attractive. Growth of single-person households has contributed to high demand for apartments and attached owner-occupied homes in urban environments. Young professionals, empty-nesters, and new immigrants are among those who have boosted central city populations. Demand for housing units in transit zones grew from 6 million in 2000 to 14.6 million in 2025, a trend that has intensified as high quality transit has become more available.[2] Cities and inner suburbs have been the focus of much of this growth.

Metropolitan areas know that having a community with a feeling of vitality and place is critical to their success in appealing to talent, innovators, knowledge workers and young people. Transit is an essential element of this placemaking strategy. The stigma that some once associated with public transportation disappeared long ago. Young people like cities, and they like transit.

By 2050 technology has ushered in a new era, bringing a magnitude of change on par with the earlier Internet revolution. Every American is highly skilled in the use of technology, information systems and hardware in ways not foreseen earlier in the century. In the decades leading to 2050, transit adapted to this tech-savvy society such that service is faster, more efficient and better understood by the public than ever before.

These trends have been matched with an unprecedented growth in the availability of public transportation. Across the board, people have responded favorably to new travel options. A quantum leap in transit use has changed the way America operates.




**U.S. Population Growth and Projected Increase**
*Source: Brookings Institution/U.S. Census Bureau*

# A Central Strategy in Addressing Energy/ Climate/Environment/Sustainability

By 2050 the integration of transportation policy with energy and environmental policy has caused transportation decisions to become more focused on broad outcomes such as quality of life, sustainability, and long-term economic health and competitiveness. America has freed itself from the trappings of oil dependency that characterized the early decades of the 21st century, and changes in transportation have been central to this shift. Along the way, the U.S. Department of Defense was among many agencies that became aware of how important it is for America to have an extensive network of public transportation services. High quality public transportation services have facilitated community design and development patterns in ways that are more amenable to transit users and pedestrians. Communities have become more accessible and environmentally friendly, and personal automobiles are a necessity for a smaller number of overall trips.

With more and better transit options, more Americans have found public transportation to be the best choice for a greater number of their trips. The addition of transit riders has helped reduce automobile travel, and consequently has helped reduce dependency on fossil fuels in general and foreign oil in particular. This has impacted economic posture, national security and quality of life in dramatic, positive ways.

In 2050 public transportation continues to be a central strategy in ongoing efforts to curtail and control greenhouse gas emissions. Neither technology nor any single approach alone has been adequate to solve the climate change problem. Reducing emissions at the magnitude needed to forestall greater harm to the planet has required a combination of policy strategies, including public transportation, land use and community planning. There is a near universal attitude that green transportation and land use choices are best for the environment and for the planet, while at the same time making communities more livable and enjoyable.

Earlier in the century, the patterns of mobility were not sustainable. By 2050 public transportation is an essential element of an international sustainability strategy that seeks to reconcile environmental and social factors with economic ones. Local policymakers learned long ago that transportation investments should not lead to sprawling developments designed to be highly reliant on automobile travel, dependent on abundant and relatively cheap gasoline, and often associated with traffic congestion and disconnected communities. Developers commonly have incentives to invest in infill developments and higher density developments, while there are disincentives for sprawl development. Development itself is oriented with and conveniently connected to public transportation.

**WITH MORE AND BETTER TRANSIT OPTIONS, MORE AMERICANS HAVE FOUND PUBLIC TRANSPORTATION TO BE THE BEST CHOICE FOR A GREATER NUMBER OF THEIR TRIPS.**

Early century land consumption growth rates are reversed and by 2050 residents of America's metropolitan areas consume no more land per capita than they did in 1950. Compact development has enabled transit to flourish and less urban land is devoted to highways and parking lots. All communities will provide a variety of housing types easily accessible to transit. New designs in housing and neighborhoods will satisfy individuals' twin desires for privacy and community. Preservation and restoration of the increased acreage of open space resulting from a smaller urban footprint provides more recreation opportunities for the growing population, cleaner water and air, and simply more beauty for all.

Streets themselves are designed with a broader focus and a myriad of users in mind, including public transportation users, automobiles, pedestrians, wheelchair users, and bicyclists. Urban sprawl strip development, common in the early part of the century, has been converted into streetscapes that make walking, biking and transit use attractive.

Advances in technology have further enhanced transit's standing. By 2050, an energy source grid is powered by renewable energy, hydrogen fuel cells, and energy storage devices, and transit fleets are integrated with that energy grid.

Further, public transportation organizations have adopted sustainability practices into their strategic planning, daily operations, facilities and construction activities, resulting in continuous improvements to sustainable goals and creating communities of enduring value. Transit vehicles and fuels are environmentally friendly. Transit organizations themselves are "green leaders" and are respected within their communities for that leadership.

# Metro-Economies and Mega-Regions are Engines of Prosperity

America's move beyond the 400 million population mark has been accompanied by growth in large metropolitan regions, as growing population has concentrated in areas of economic opportunity. In 2007, about 65 percent of America's population lived in the top 100 metropolitan areas.[3] This increased to about 75 percent in 2030. Population has increased in all areas of the United States: Northeast, South, Midwest, and West.

These metro-economies are characterized by the increasing movement of people and goods throughout their regions. Suburbs constitute important parts of these metro-economies, providing strong employment centers and serving a variety of regional functions. Increasingly, suburbs have taken on more urban characteristics and have moved away from their sole dependency on the automobile.

Several parts of the United States and Canada have seen the emergence of very high population clustering, accompanied by integrated regional labor markets, infrastructure, cultural and land-use patterns. Economically, these "mega-regions" have become the engines of American prosperity. By 2050, more than 70 percent of the nation's population growth and an even higher percentage of its economic growth are concentrated in ten extended metropolitan regions. Their economic output is critical to the whole of America. Sparked by the rise of international trade and goods movement patterns, mega-regions have evolved into the new competitive units in the global economy. Just as metropolitan regions grew from cities to become geographical units of the 20th century, the mega-regions have asserted that role in the 21st century. These mega-regions have grown well beyond the boundaries of traditional governmental units. New regional approaches and institutions have arisen to facilitate commerce and personal mobility on a mega-region scale. Good transportation has kept the pumps of these economic engines primed and working. This has brought opportunity, jobs and prosperity to all Americans.

Left unaddressed, the growth trends within these mega-regions would have resulted in unimaginable highway congestion, overcrowded public transportation systems and airports, and loss of open space. These constraints would have impeded economic growth and degraded quality of life, essential factors in attracting and retaining both business and knowledge workers in a footloose global market. Fortunately, public transportation, long a fixture in these regions, has greatly expanded. Likewise major centers within and between mega-regions are connected by frequent high-speed passenger rail service. The growth and prosperity of these bustling regions would not have happened had it not been for transportation strategies being implemented to enable economic development and mobility.

**America's Economic Output**
*Source: Brookings Institution/Bureau of Economic Analysis*

**BY 2050, MORE THAN 70 PERCENT OF THE NATION'S POPULATION GROWTH AND AN EVEN HIGHER PERCENTAGE OF ITS ECONOMIC GROWTH ARE CONCENTRATED IN TEN EXTENDED METROPOLITAN REGIONS.**

# Access, Mobility Options, Choices, and Freedom for All People

In 2050 people are empowered with opportunity and independence through increased choice and travel options. This freedom of mobility has empowered people to pursue their dreams, ambitions and livelihoods. People are connected with jobs, and jobs connect with people.

**IN 2050 PEOPLE ARE EMPOWERED WITH OPPORTUNITY AND INDEPENDENCE THROUGH INCREASED CHOICE AND TRAVEL OPTIONS. THIS FREEDOM OF MOBILITY HAS EMPOWERED PEOPLE TO PURSUE THEIR DREAMS, AMBITIONS AND LIVELIHOODS.**

Lifestyles for older Americans and persons with disabilities have been enhanced through expanded mobility and improved accessibility. Individuals with limited transportation options in both urban and rural areas know that public transportation is there for them. Mobility services are available to people from all walks of life, providing the link to essential health and human services. The need for these services is universally recognized, including by those who may not benefit directly.

In 2050, public transportation has advanced in its quest to be among the most people-friendly of all businesses. Families are integrated into the social fabric of communities through transit. Transit services and facilities themselves provide a spirit and feeling of place that are part of each community's identity.

**Angelina Mitchell will celebrate her 80th birthday on April 4, 2050. Her grandson Matt is coming from out of town to be part of a party with friends and neighbors planned by Angelina's daughter, Monique, who lives only three transit stations away. Anticipating Matt's arrival, Angelina was able to make the short shuttle bus ride to the local market to get the favorite dessert she knows Matt enjoys. Matt's last minute decision to attend was facilitated by frequent high speed rail service designed and scheduled to connect conveniently with local transit service, allowing him to return to his home the same day. At 80, Angelina lives independently in her own home. She continues to be a vital part of her community, and is connected through a public transportation system that provides convenient access to people and places that enrich her life.**

The need to connect America's economic centers in fast, efficient and sustainable ways has led to the development of a system of high-speed railroads comparable in scope to the interstate highway network. Rail has become the preferred option for trips of 500 miles or fewer, and links to airports for longer distance trips and for international travel. A robust intercity bus network has been integrated with the rail and air network to provide access to communities not served by either.

# What We See and Feel in 2050

In 2050, high quality public transportation options are available to a large majority of the public. Every urban area is served by a top-notch public transportation system: a high-quality, high-capacity regional system tailored to the size and density of the area and to the needs of the residents and businesses of the area, and persons living in small towns and rural areas have public transportation services available to them.

While the transportation vision of the second half of the 20th century was to build a network of high-speed interstate roadways to connect the nation, the first half of the 21st century delivered a new transportation policy that recognized the importance of transportation for making our metropolitan regions mobile, efficient, economically strong and connected with one another and with heartland areas. While personal automobiles still fulfill an important role, people no longer think of themselves as auto users or transit users, using whatever best suits their needs for a particular trip. As more and better public transit options have enabled people to choose a convenient alternative to driving, traffic congestion has abated. This has benefitted people, their quality of life and time with family, while also helping communities become more livable.

With this growth in population and the increase in the size and volume of activity in urban areas, communities long ago recognized the need for more public transportation and more public transportation systems have been built. It has become a national standard that large urban areas have a top-notch system of urban mobility. Such systems are high quality, comprehensive, regional systems that have developed in ways scarcely imagined in the early part of the century. As transit's share of trips has grown, so have the safety and security of the transportation system overall. Thousands of lives are saved each year.

In rural and small urban communities, transit provides, at a minimum, a basic level of access and mobility. In 2008, two-thirds of residents in rural communities had no access or inadequate access to any transit service, and in many places where it existed, service was quite limited.[4] By 2050, a national investment in public transit has closed this gap in service and public transportation is available everywhere at a level adequate to provide reasonable connectivity to regional centers and urban areas where vital life resources can be accessed.

# Synergies of a Multi-Modal, Interconnected System

By 2050, a balanced, world class transportation system has resulted in highways and transit systems that help each other work efficiently. As metropolitan areas have grown denser and people have located in ever-tightening spaces, the ability of public transportation to move more people in less space has made it an essential building block for communities. In short, good public transportation has made the overall transportation system work better.

**BY 2050, ALL LARGE AIRPORTS HAVE CONVENIENT, DIRECT, HIGH-SPEED PUBLIC TRANSPORTATION ACCESS, AND AIR TRAVELERS HAVE A QUICK TRIP IN AND OUT OF CENTRAL AND NEARBY CITIES.**

**THE SAME CAN BE SAID FOR INTERCITY RAIL PASSENGERS, WHOSE TRAVEL DECISIONS MAY BE INFLUENCED BY THEIR ABILITY TO GET TO THEIR ULTIMATE DESTINATION ONCE THEY STEP OFF THE TRAIN.**

But the synergies go well beyond that. All providers of transportation work in concert so that routes and schedules are designed to minimize wait times. Transfer facilities are designed to provide safe, pleasant, weather protected environments and facilitate a smooth transition between vehicles.

New transportation facilities have been developed to include complementary transit and highway systems that optimize the efficiency of both. Integrating public transportation into road tolling, congestion pricing, and high occupancy toll (HOT) lane projects has helped achieve maximum performance in travel corridors. Integration of transit services and facilities has given toll projects a broader public appeal by helping alleviate congestion and offering low cost travel options. Transit riders, meanwhile, have benefitted from express trips on high-performance toll lanes and from the overall revenues generated from tolls, congestion pricing, and distance-based fees.

**Joe Kinkaid's business initiatives take him to a different city each week. Joe doesn't care which mode of transportation he uses, only that it be fast and convenient. Joe's hand-held knowledge system provides real-time trip information about transit connections wherever he is on a given day. Easy-to-understand information on traffic conditions, incoming weather, and the full range of travel options allows Joe to make his travel plans taking into account speed, transfers, price and scenic values. Fare payments are all charged against the same payment chip, regardless of what city he is in or what mode he is using. Joe's knowledge system lets him know exactly where and when he can best connect with local transit once he arrives at his airport, train station or bus terminal. He knows that urban mobility networks, formerly known as public transportation systems, have become the preferred option just about everywhere.**

By 2050, all large airports have convenient, direct, high-speed public transportation access, and air travelers have a quick trip in and out of central and nearby cities. Connections between air and rail that are seamless and baggage transfers that are automatic have made air-to-rail connections a standard practice. The same can be said for intercity rail passengers, whose travel decisions may be influenced by their ability to get to their ultimate destination once they step off the train. Good public transportation enables them to complete their trip quickly and efficiently.

# A Multi-Modal Interconnected System: Transportation Strategies that Made the Difference

In 2050, the revitalization and transformation of the American transportation system required a bold, comprehensive and aggressive strategy. Changes were implemented through a series of federal surface transportation bills beginning in 2009 that put forth and implemented a plan that changed America. The plan sought answers to tough yet appropriate questions. Confronted with such tough decisions, Congress in 2009 determined that America could not afford to defer decisions any longer. Too much was at stake. Elements of this bold, aggressive and comprehensive strategy included:

- A National Transportation Policy for the 21st Century: Enacted by Congress in 2009 to provide a unifying national purpose for federal surface transportation programs in the post-interstate era, this national vision helped transform America.
- Stable and reliable investments: Investment in this vastly expanded system (and separate investments that have kept systems secure) have come from federal, state and local governments, from transit-generated revenues, and from public-private partnerships. Funds generated through reliable funding sources/revenue streams have enabled multi-year planning and have allowed for the leveraging of funds through private markets. The certainty of future funding has enabled management to focus on serving their customers, rather than on a never-ending cycle of budget balancing.
- One system: In 2050, it has long been universally viewed that roads, public transportation and other elements of the surface transportation network are planned, financed, integrated and managed as elements of a single system allowing for seamless travel. Separate methods for paying for one's travel across the modes have vanished. Whether the trip is intra-region, intercity, or international, the technology to pay a fare or a toll is the same. Roads, air services and public transportation routes and intermodal connections are designed and coordinated in a fully integrated way.
- New Regional Institutions: Multi-state infrastructure projects are planned and implemented by appropriately designated regional entities. Such entities are designed to manage projects on a mega-region scale.

- Measuring Outcomes: In 2050 goals and performance are evaluated on the basis of the outcomes they produce. Since 2009, emphasis has been on the transformative outcomes that are the result of the national transportation policy. Transportation decisions have been measured against their long-term impacts, and as a result America's transportation system is in step with environmental, energy, economic, and quality of life factors. To what degree does transit enable personal livelihoods, ambitions and social fulfillment? To what degree do our transportation investments help create communities that are more energy efficient and sustainable? What is the long term impact on traffic congestion and economic vitality?
- A growing private sector role: Over time, the growth in transit use and the leveraging of new streams of revenue have ushered in a new era of private sector participation in the public transportation industry. Expanded public transportation markets have established an attractive business climate. Public-private partnerships have long become a standard approach to infrastructure project and service delivery. Developers find it in their advantage to finance transit connections to their projects, giving rebirth to a development model from the early 1900s.
- Technology as a tool: New technologies introduced year-by-year have readily adapted into public transportation service since the early part of the 21st century, and the public is better served as a result. Services are safer, cleaner, more efficient and accountable through Intelligent Transportation Systems (ITS) innovations. Transit vehicles, fuel systems, operations and a host of other areas all have benefitted from new technologies. Each new generation has come to expect new technologies and advanced information systems as a part of an evolving and ever-changing world.
- A comprehensive, regional approach to transportation and land use: In 2050 land use and transportation planning issues are addressed in a comprehensive manner. Considered in earlier decades to be a role of local government, land use and transportation planning has become more of a regional concern. Public transportation organizations are fully involved and integrated into this process.
- Legacy is a core value: By 2050, the impact of transportation decisions on future generations has become a standard consideration. The legacy value of transit projects is recognized and is highly valued. Public transportation and its stations define the attitude of the community and provide residents with a community orientation. This has lasting value that is much appreciated by future generations.
- Public transportation agencies of the future: By 2050, both rural and urban public transportation providers have become full service mobility managers. Providers know that travelers expect to be only a phone call or a mouse click away from knowing the transportation option that is best suited for their particular trip, and they have structured themselves accordingly. Transit agencies embrace the broad role of integrating the full range of mobility services and making the public aware of travel options. Customers can easily identify all travel alternatives and select the best options based on factors that are important to them such as speed, minimal transfers, price, and scenic values. Coordinated services extend to intercity trips, rural and suburban fringe travel needs, specialized transportation, medical-related trips, etc.
- Public transportation workforces of the future: The public transportation industry has career appeal to a new, diverse population of the best and brightest. Growth challenges since 2009 have required an intense effort to attract, train and develop a new workforce of managers and workers on the scale of the U.S. space program of the 1960s. The many who want to work in a green sector have recognized public transportation as a top employer of choice.

**THE CERTAINTY OF FUTURE FUNDING HAS ENABLED MANAGEMENT TO FOCUS ON SERVING THEIR CUSTOMERS, RATHER THAN ON A NEVER-ENDING CYCLE OF BUDGET BALANCING.**

# The Bold New Direction Launched in 2009 Strengthened America

Through history Americans have benefitted enormously from the investment decisions of their predecessors. At the beginning of the century, New York, Chicago, and Toronto were examples of vibrant places and critical economies that would not have been possible had not public decisions been made long before to brought about the investment decisions that would impact generations to come, and, in fact, centuries to come. The list of such cities has grown greatly.

Following World War II, a decades-long initiative for rebuilding infrastructure and jump-starting the economies of the allied and conquered countries was launched and named for Secretary of State George Marshall. The plan took decades to implement, and required billions of dollars to accomplish. In the end it was enormously successful in rebuilding vital infrastructure and restoring stability. This effort was duplicated in the early part of the 21st century when a multi-year effort was launched to renew transportation infrastructure. America was transformed, and the resultant economic and social dividends have returned the investment many times over.

Through policy reforms brought about in the early part of the 21st century, and through meaningful, timely investments in fast, clean, affordable and reliable transit, the following changes have made the business case for those investments. In 2050:

- Public transportation routinely carries 50 percent or more of travelers in key urban corridors and communities.
- The amount of fuel consumed by the U.S. in 2050 has dropped from the earlier projected 23.8 million barrels per day to 18.6 million barrels per day.
- Growth of the urban footprint (growth of urban land) has consistently been less than the growth in population.
- Vehicle miles traveled in the U.S. dropped from the earlier projected 7 trillion miles/year in 2050 to 4.1 trillion miles/year.
- $CO_2$ emissions dropped from the earlier projected 11 million tons per day in 2050 to 7.3 million tons per day.
- Public transportation ridership has increased five-fold since 2008, resulting in over 135 million trips per day via public transportation and a comparable reduction in vehicle trips.
- The number of barrels imported from foreign petroleum sources has dropped from 13.7 million per day to zero without any decrease in mobility.
- The amount of money exported for petroleum products has dropped to zero.
- The percentage of households with access to public transportation has increased from the 50 percent in 2008 to nearly 100 percent in 2050.
- Of the 89 million Americans over the age of 65 (56 million more than there were in 2000), nearly all have more mobility options and easier access to transit service.[5]

**POLICY REFORMS BROUGHT ABOUT IN THE EARLY PART OF THE 21ST CENTURY AND THROUGH MEANINGFUL, TIMELY INVESTMENTS IN FAST, CLEAN, AFFORDABLE, AND RELIABLE TRANSIT HAS MADE A STRONG BUSINESS CASE.**

# Fulfilling the Vision

By 2050, the outcomes-based transportation policy launched in 2009 has transformed America. Four decades of investment in sustainable, environmentally sensitive transportation systems has left a favorable legacy. Metropolitan areas are economically productive and socially vibrant, and America's competitive edge in the global economy looks certain to continue. Growth in population and commerce over the past 40 years would not have happened without new transit and urban mobility systems that have moved people efficiently and have helped make life in communities throughout America so enjoyable.

Actions by the U.S. Congress in 2009 launched a long-term plan to realize these benefits on a major scale. Although some saw the required investments as daunting, they were in fact doable through a partnership of federal, state, local and private sources.

The decisions made about our transportation system in 2009 were bold, and forward looking, very much like the decisions 50 years before that led to the national interstate system. Americans in 2050 are indebted to the leaders and visionaries of the first decade of the century for crafting a blueprint for a better nation.

1 *2008 National Population Projections.* Washington: U.S. Census Bureau, 2008. Table 1.

2 *Hidden in Plain Sight: Capturing the Demand for Housing Near Transit.* Washington: Reconnecting America, September 2004.

3 "Estimates of Population Change for Metropolitan Statistical Areas and Ranking: July 1, 2006 to July 1, 2007."

Washington: U.S. Census Bureau, 2008. and "Annual Estimates for the Population of the United States Regions, States, and Puerto Rico: April 1, 2000 to July 1, 2007." Washington: U.S. Census Bureau, 2008.

4 Community Transportation Association of America.

5 *2008 National Population Projections.* Washington: U.S. Census Bureau, 2008. Table 2.

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