

HR 2724 Objectives Explained

Here are the key objectives in HR 2724, and a quick paragraph from T4America about why they were chosen/why they matter.

1. [Reduce per capita vehicle miles traveled by 16 percent.](#)

Reducing vehicle miles traveled (VMT) advances energy security and conservation. This target keeps VMT flat over the 20 year period covered by long-range transportation plans by offsetting projected national population growth of approximately 0.8 percent per year.

2. [Triple walking, biking, and public transportation usage.](#)

Increasing trips taken by people through non-motorized means can yield substantial energy savings, improve air quality and improve public health. This target assumes an increased investment in transit, bicycling and pedestrian facilities as well as implementing transit and transportation supportive land use measures. Investing just 3 percent of the next transportation bill in bicycling and walking, for instance, is projected to increase the usage of these modes from 10 to 20 percent of total trips.

3. [Reduce transportation-generated carbon dioxide level by 40 percent.](#)

The transportation sector is the second largest and fastest growing contributor of greenhouse gas emissions. This targets keeps the transportation sector in line with widely adopted scientifically based goals of 80 percent reduction on GHG's by 2050 on a proportional basis across sectors.

4. [Reduce delay per capita by 10 percent.](#)

This measure will encourage smarter approaches to reducing traffic congestion and increase economic competitiveness through better movement of goods. This target is based on analysis done by the Metropolitan Transportation Commission on the feasibility of reduction in person hours of delay by 2035 (following long-range transportation plan timelines) which found ten percent attainable.

5. [Increase proportion of freight transportation provided by railroad and intermodal services by 20 percent.](#)

Freight traffic is projected to increase substantially over the next 20 years. Rail cars are four times more energy efficient than trucks and dramatically safer. One freight train can transport as much freights as 200 trucks, lessening road congestion and risk of transportation of hazardous materials. Trucks currently haul 72 percent of consumer goods in the US, and truck traffic has grown substantially over the past decade. At the same time, approximately 88 percent of primary rail corridors are currently operating at levels below capacity.

6. [Achieve zero percent population exposure to at-risk levels of air pollution.](#)

Existing national air quality requirements should be maintained and National Environmental Policy Act protections should be preserved. The target does not create additional air quality measurements; instead it is consistent with the current Clean Air Act. At-risk populations are defined by exceeding US EPA ozone levels measured throughout the regional airshed and carbon dioxide and particulate matter levels in concentrated areas or hotspots.

7. [Improve public safety and lower congestion costs by reducing traffic crashes by 50 percent.](#)

Traffic crashes take a significant toll on Americans. Over the last two decades, traffic deaths have hovered near 43,000 per year, 5,000 of which are bicyclists or pedestrians. Motor vehicles crashes are the leading cause of death for Americans aged 3 to 33 and 2.5 million people are injured on our roads each year, costing the U.S. economy \$164 billion annually. By setting aggressive targets and tying it to federal funding, states and localities will be motivated to eliminate incomplete streets and use best practice roadway designs proven to reduce death and injuries.

8. [Increase share of major highways, regional transit fleets and facilities, and bicycling/pedestrian infrastructure in good state of repair condition by 20 percent.](#)

The quality of roads, bridges, public transportation fleets, and bicycle and pedestrian facilities are deteriorating due to under-investment in maintenance. According to American Public Works Association 56 percent of America's roads are in poor condition and 31 percent of our bridges are structurally deficient. The National Surface Transportation Policy and Revenue Commission estimates in their 2008 report that \$78.8 billion is needed annually to restore our highways and bridges and keep them in a state of good repair. Given the immense need, a 20 percent target is an achievable first step toward repairing our system.

9. [Reduce average household combined housing plus transportation costs by 25 percent, using 2000 as a base year.](#)

Transportation is the second highest annual expenditure for the average American household, while the poorest fifth of Americans spend more than twice the national average or 42 percent of their annual household budget on transportation. A significant reduction can be achieved through greater access to low-cost transportation options, convenient public transportation and development of affordable housing near jobs and activity centers to increase housing choice and reduce the need for lengthy commutes.

10. [Increase by 50 percent the number of essential destinations \(work and non-work\) accessible within 30 minutes by public transportation or 15 minutes by walking, for low-income, senior, and disabled populations.](#)

This measure will improve accessibility by increasing the number of transportation options available to low-income populations. An equity analysis for these population groups will ensure that their need for access and mobility is considered and enhanced in long-range transportation planning.