

A New York State of Mind

Alan E. Pisarski

June 21, 2007

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Ich Bin Ein New Yorker!

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The Starting Point
what is the goal?

**WE ARE BLESSED WITH
LOFTY GOALS TO STIR OUR
SOULS!**

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**MAKING THINGS GET WORSE -
--- SLOWER!**

The Starting Point
what is the goal?

**My goal for transportation is
to reduce the effects of
distance as an inhibiting force
in our society's ability to
realize its economic and
social aspirations**

3 Trends will define the future

1. Replacing the Baby-boomers – where will our workforce come from?
 2. Expanding metro areas – the doughnut metro focus on the suburbs
 3. An affluent time-focused society -- \$50/hour and tripling of goods value
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3 Trends will define the future

1. Replacing the Baby-boomers – where will our workforce come from
2. Expanding metro areas – the doughnut metro
3. An affluent time-focused society

1. ACCESS TO WORKERS

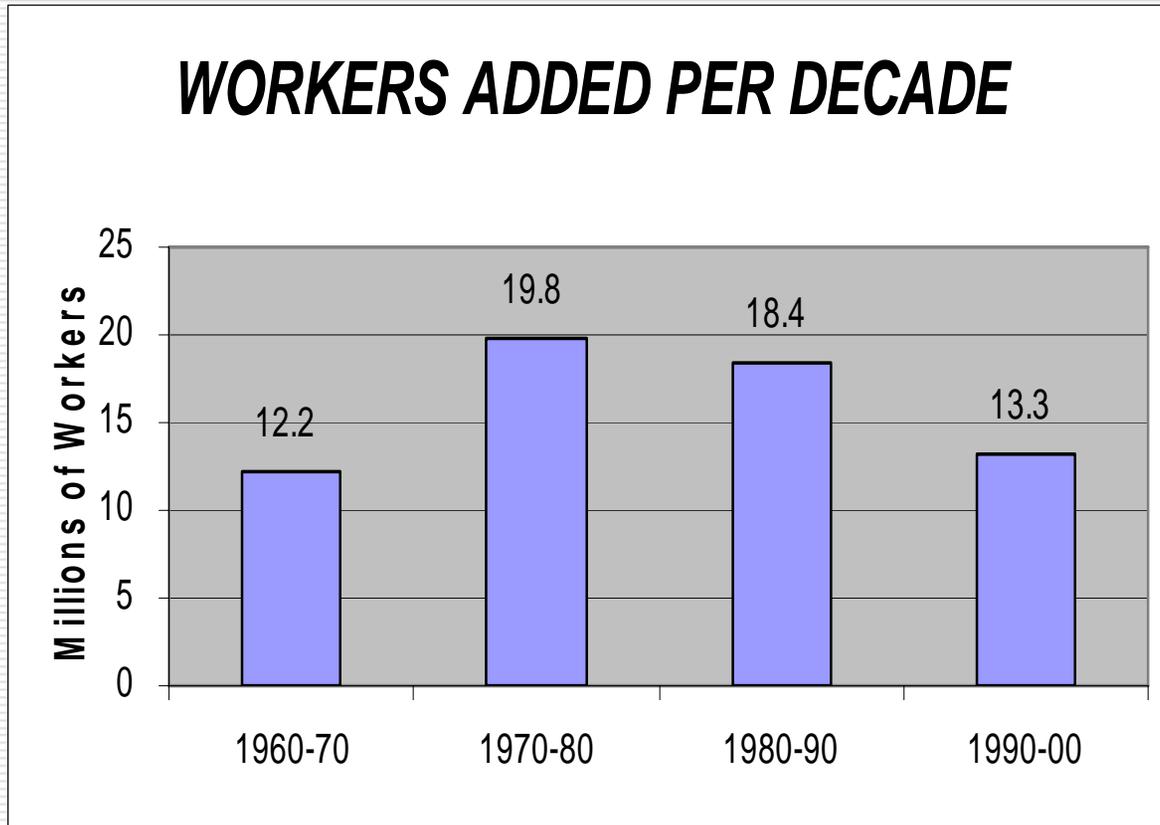
2. INTER-METRO TRAVEL

3. PRODUCTIVITY AND A HIGH VALUE SOCIETY

The Demographic Story a New Phase in American Commuting

1. The Commuting in America series has been the history of the working years of the baby boom generation
 2. The Boomers are now moving off stage creating a new phase in American commuting.
 3. The key will be where will the workers come from?
 4. Advent of the immigrant workforce will be just one of the challenging concerns
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END OF THE BOOM



1980-90

- 18.5 MILLION WORKERS
- 1990-2000
- 13.3 MILLION WORKERS
- **Our problem may be too few commuters not too many!**

HELP STAMP OUT AFFLUENCE

**We can do it if we work
together!**

An Affluent Society

- Population growing at 1% and GDP at circa 3% means that GDP per capita will grow as dramatically as the last 50 years.
 - The affluence of the emerging society and the resulting immense value of time, will drive most decisions, including those related to transportation.
 - Increased value of goods will make similar demands on the freight side of the transportation system.
 - Both passengers and freight will demand and be able to pay for high quality, reliable, amenity-based, personalized transportation.
 - A large segment of society will have the time and resources for extensive recreation and leisure travel.
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WHAT IS CONGESTION ?

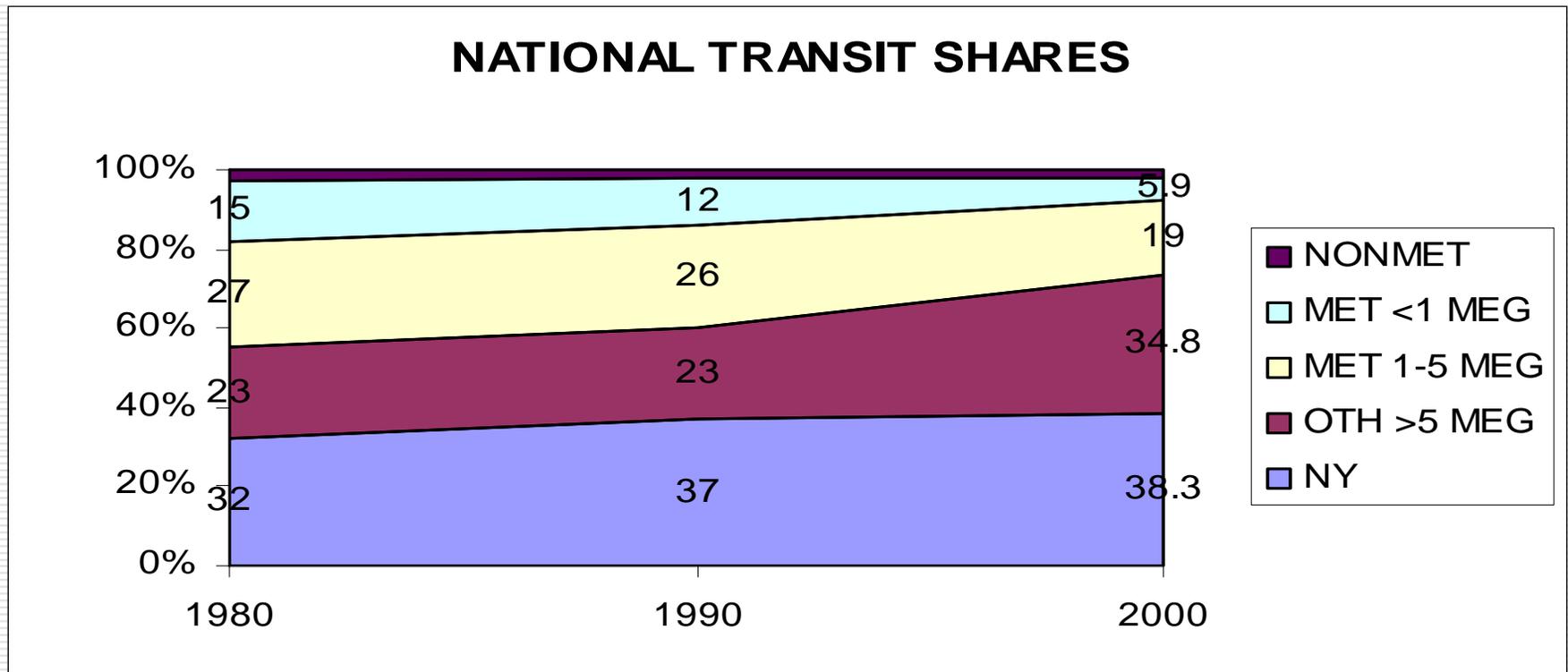
Congestion is:

People with the economic means to act on their social and economic interests - getting in the way of other people with the means to act on theirs!

The Focus will be on Big Metros

- ◆ metros over a million
 - 1960 34 areas
 - 1990 39 areas
 - 2000 50 areas
 - 2005 53 areas
 - Probably 60 areas by 2020
 - 60% of population
 - ◆ 12 areas with more than 5 meg.
 - ◆ 1/3 of national pop.; 100 million
 - ◆ Growth is in exurb areas
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BIG AND GETTING BIGGER



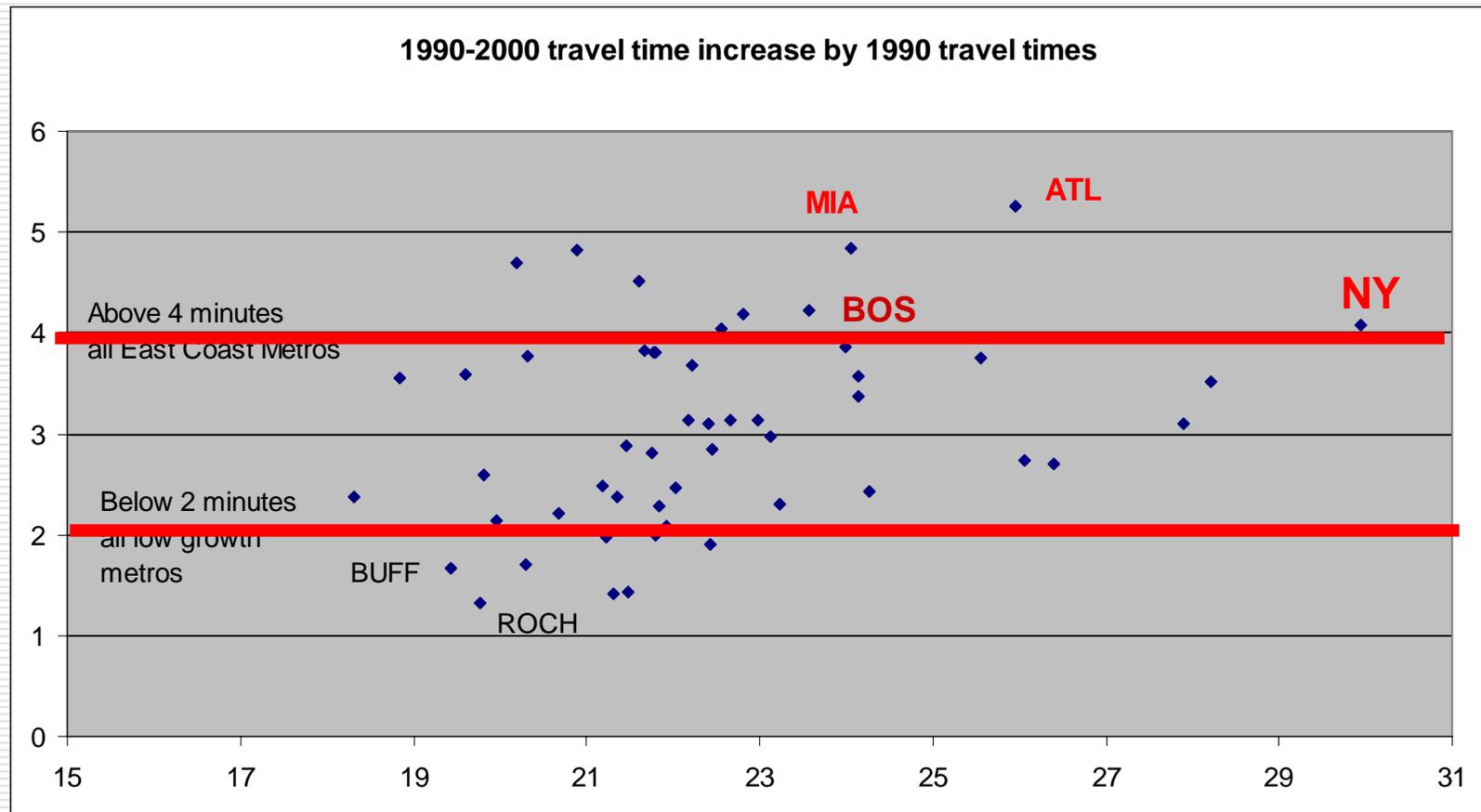
NY metro at 24%; a cluster around 10%

TRAVEL TIME SCORE-CARD IS POOR

Major Metros	New York	Chi	Wash-Balt	SF, LA, ATL
% Greater than 60 Minutes	18.4%	13.2%	12.8%	11-12%

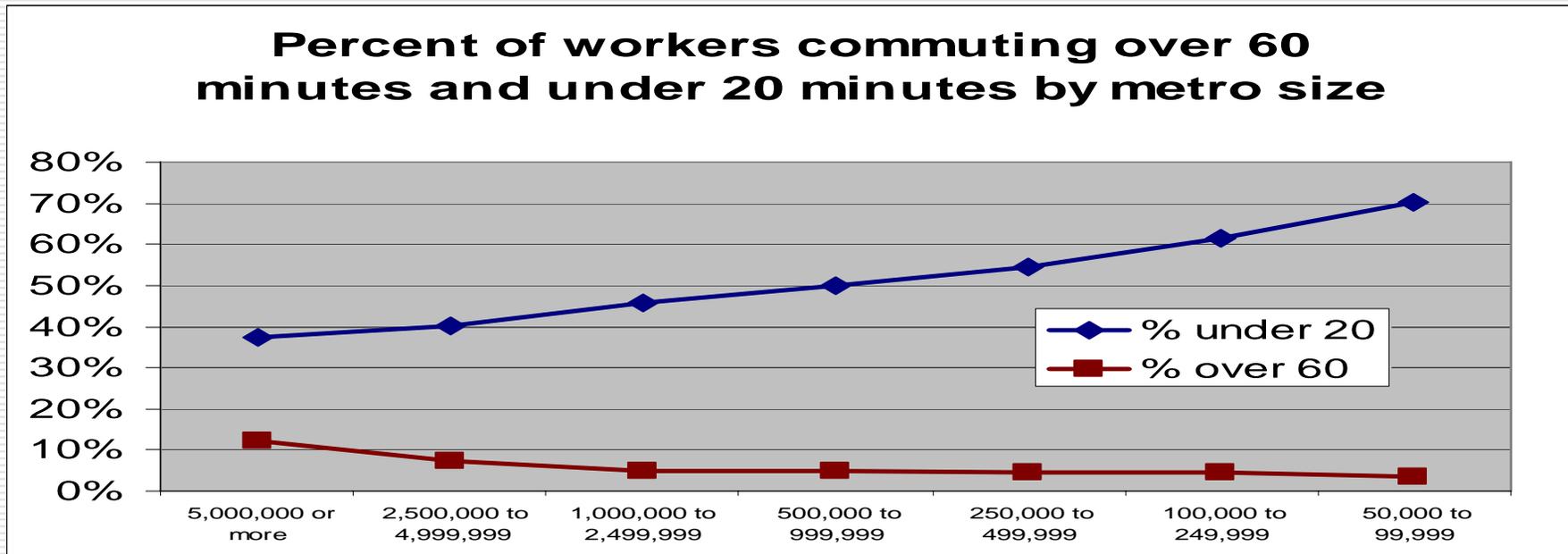
- ❑ Highest in over 60 minute and 90 minute commute
- ❑ NY State highest in >60 mins, 15+%; NJ 13+%.
- ❑ NY with a 4.1 minute gain was 8th highest
- ❑ NY and Boston were only slow growth areas with >4 minute increases

TRAVEL TIME INCREASES WITHOUT GROWTH



Extreme Commutes

- ❑ 2005 10 million over 60 min; 1/3 90+; **av 80 min**
- ❑ 60-90 minute commute grew 2x average
- ❑ 90+ minute commute grew 5x average

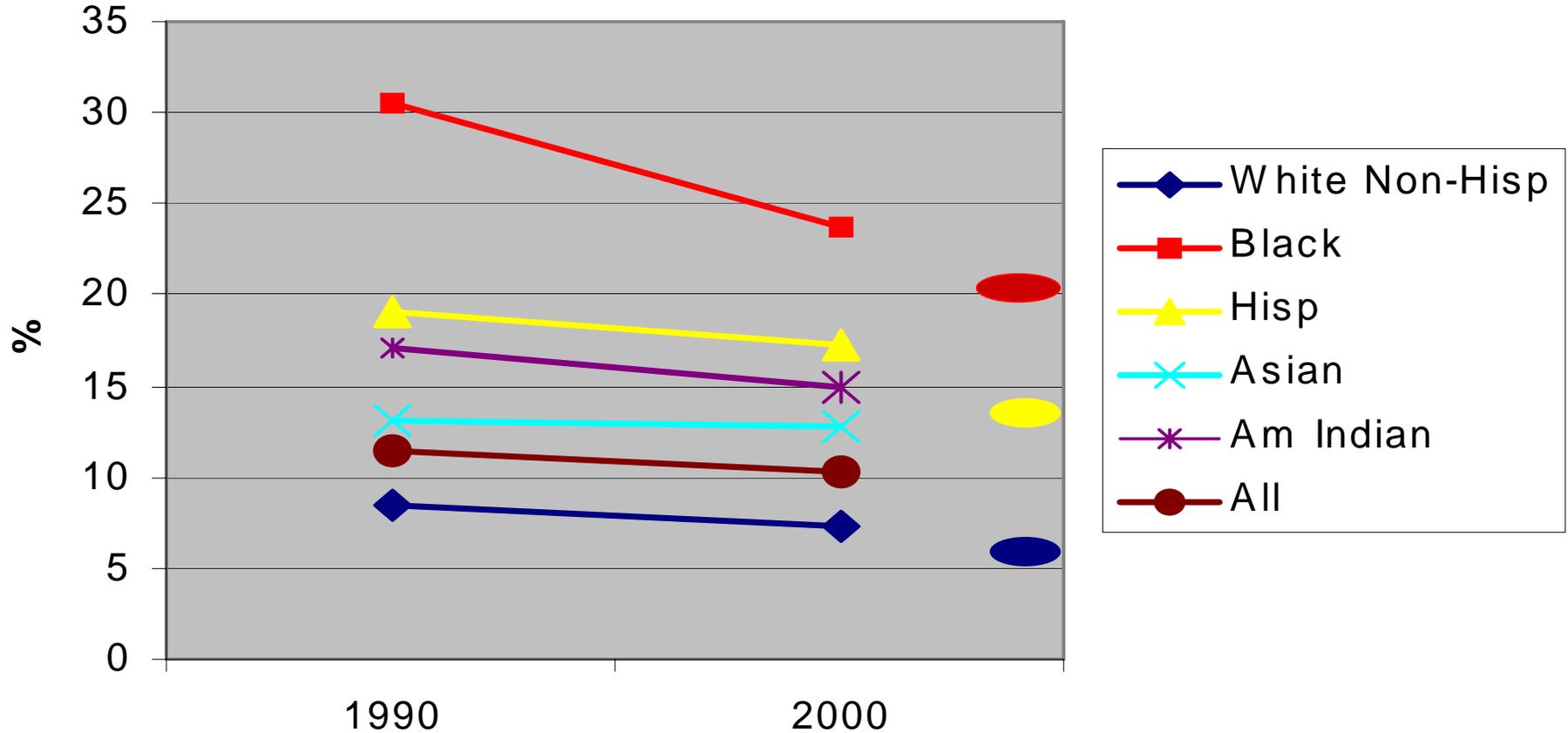


Key Competitive Factors for the Future

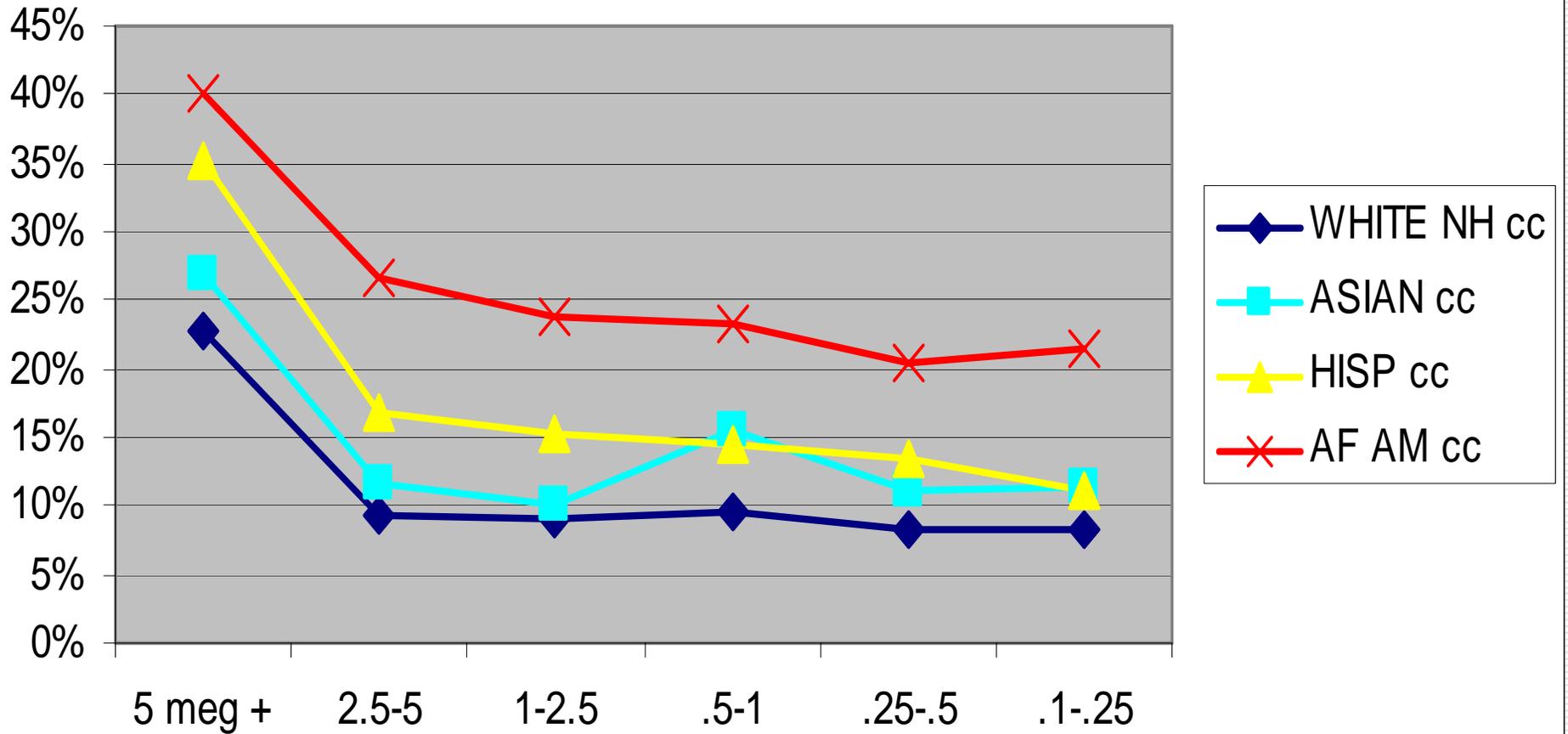
- ❑ Metro mobility on an increasing scale.
 - ❑ Competition for skilled workers – the demographic imperative
 - ❑ Furthering domestic and international competitiveness
 - ❑ Competition thru amenities.
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#8 AFRICAN-AMERICAN VEHICLE OWNERSHIP SURGES

zero vehicle households by Race and Ethnicity

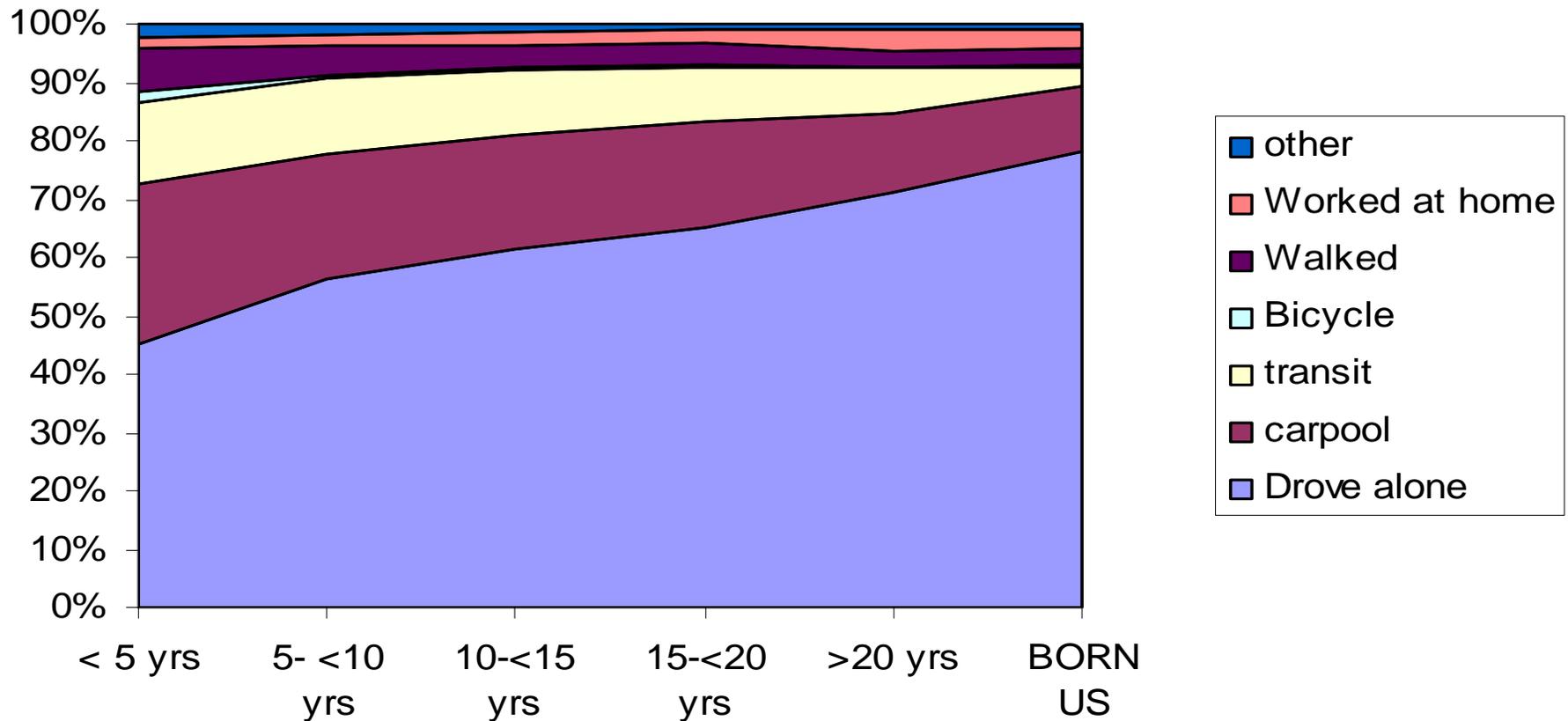


% HH without vehicles in central cities by metro area size 2000



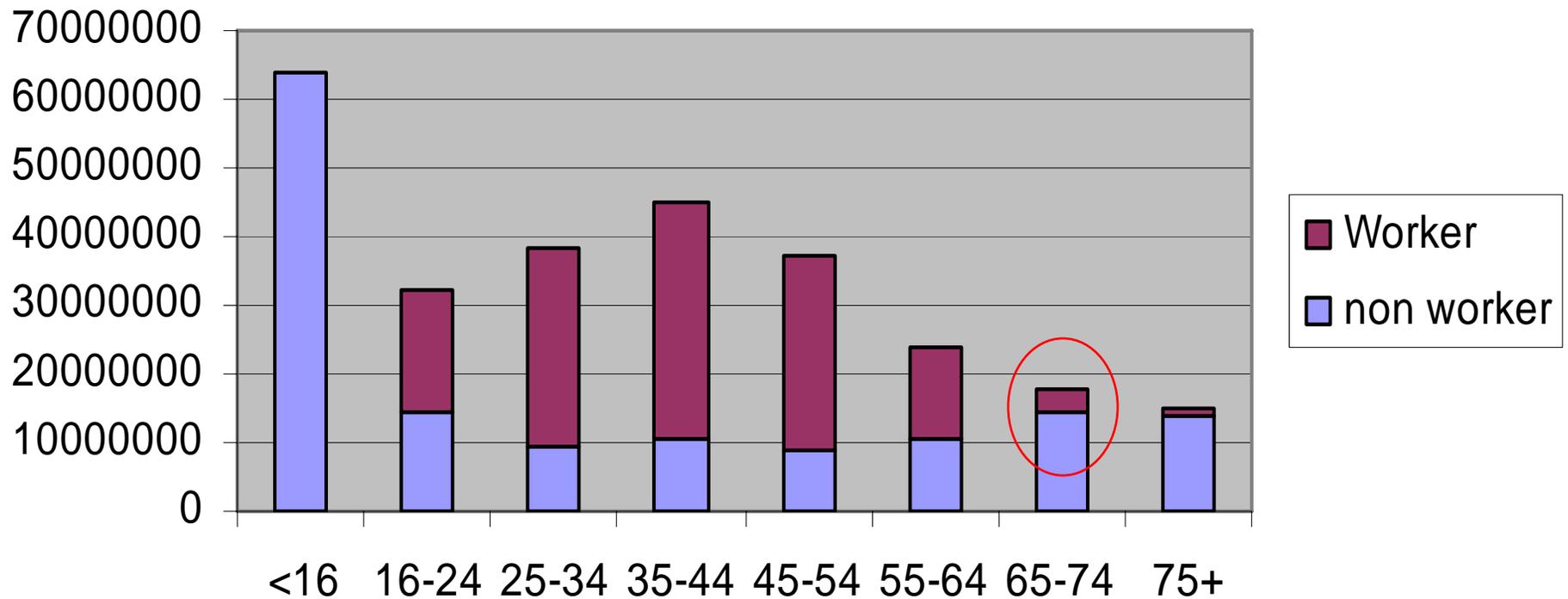
#7 IMMIGRANT ROLES AND PATTERNS - 2

Mode Use by Years in US



#6 OLDER WORKERS ROLE

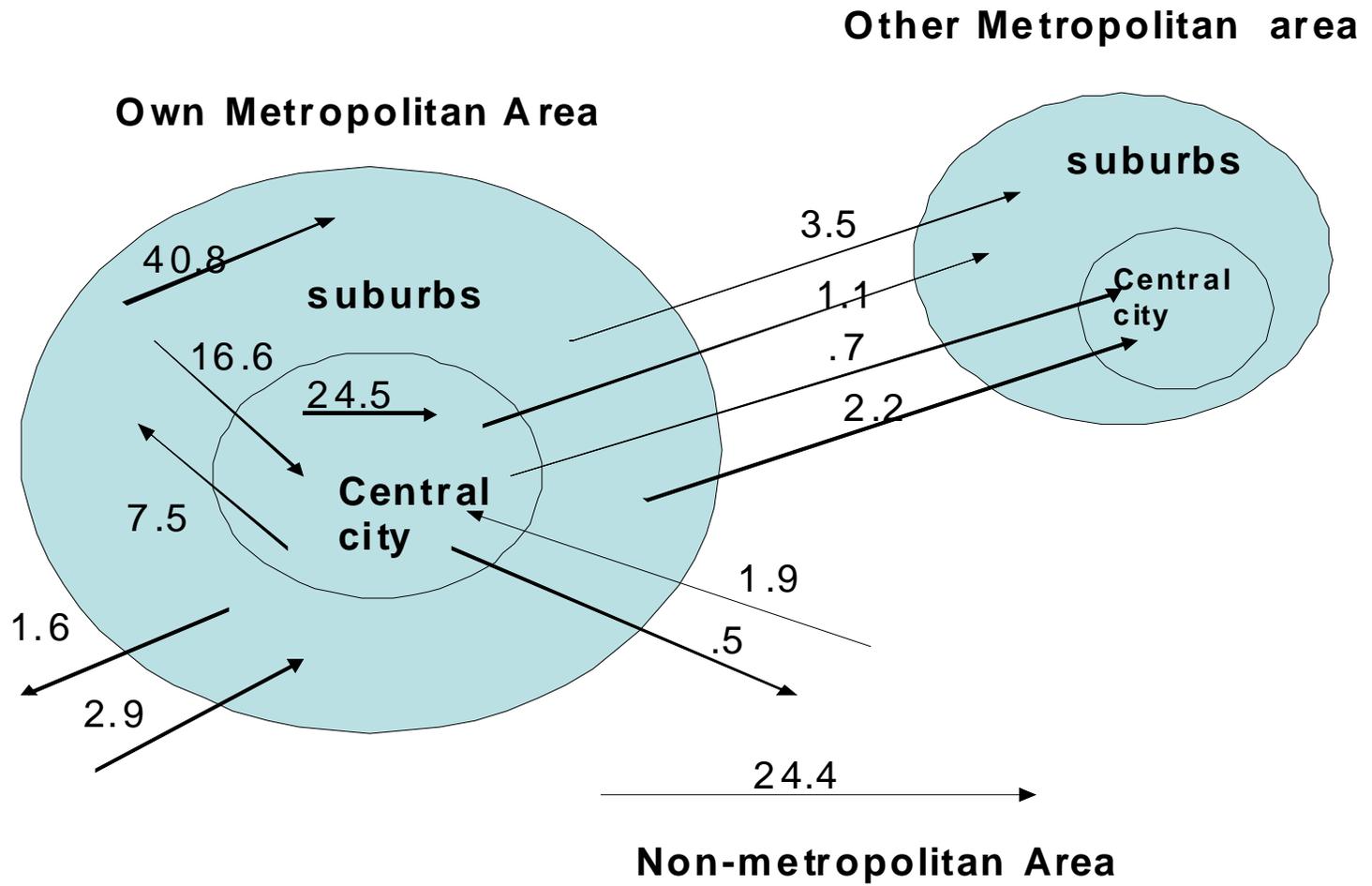
workers by age group 2000



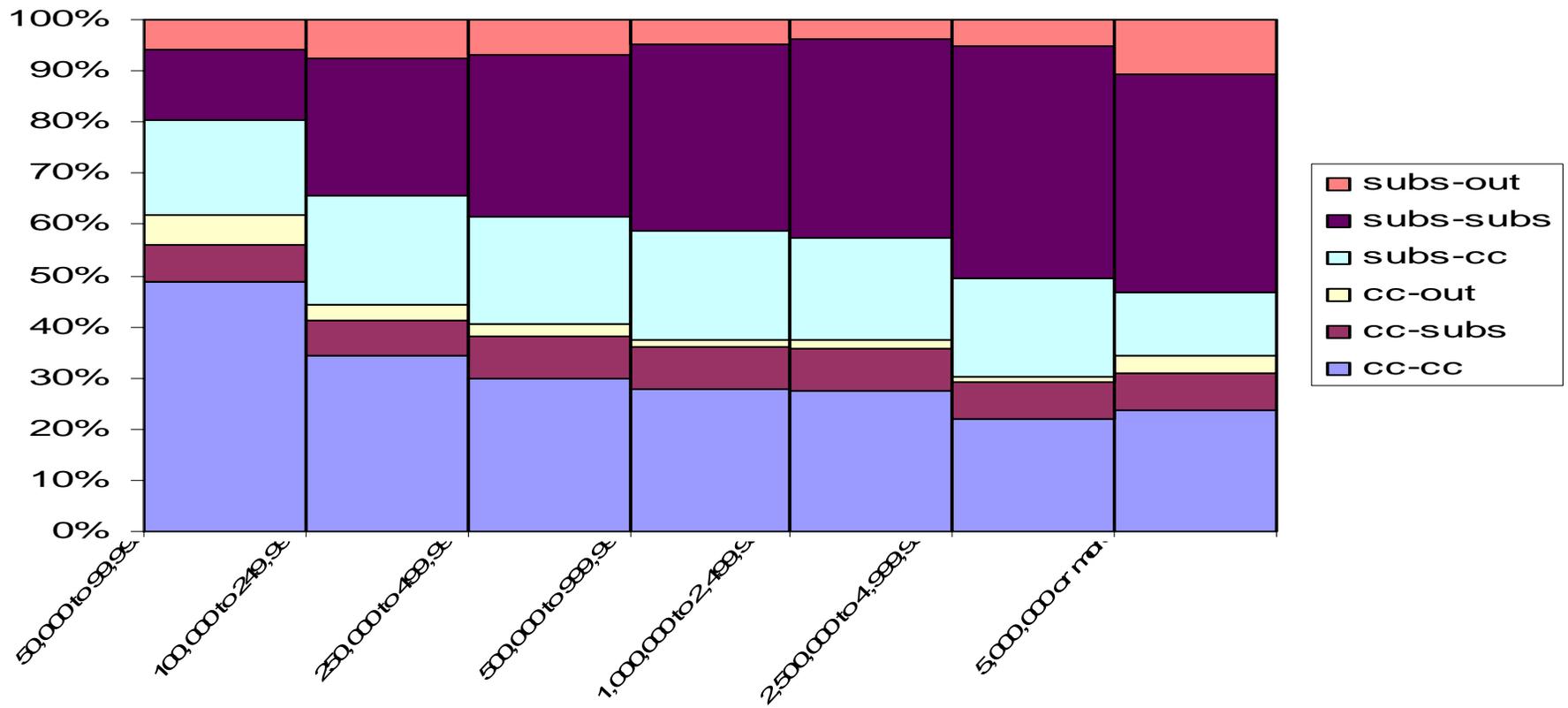
#4 The “Donut” Metro

- Jobs and workers centered in suburbs
 - 46% of commutes;
 - 64% of growth 90-00
 - 7.5 million coming in to the subs from exurbs and other metros each day
 - 7.5 million going out to the subs from central cities
 - CC to subs > Subs to CC in share of growth
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2000 METRO FLOW MAP



Suburban Flows grow with metro size



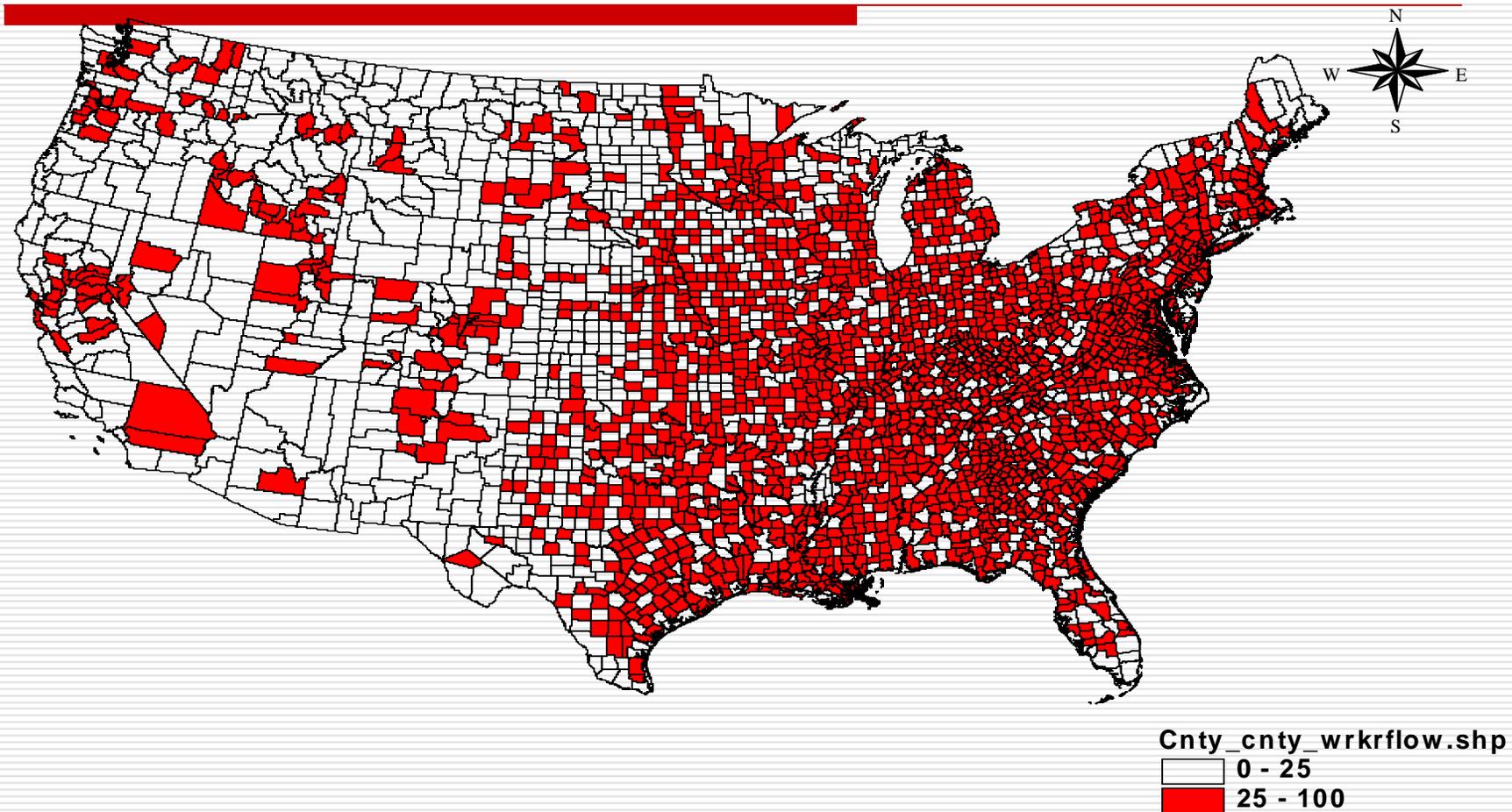
#3 CONTINUING GROWTH IN WORKING AT HOME

- Only work “mode” with Driving Alone to see continuous growth since 1980
 - ALL Metros over a million saw increases except three with heavy military components
 - Work at home added 2 million from 1980 to 2000 – almost doubling
 - Added another 600,000 by 2005
 - 2005 share 3.6%
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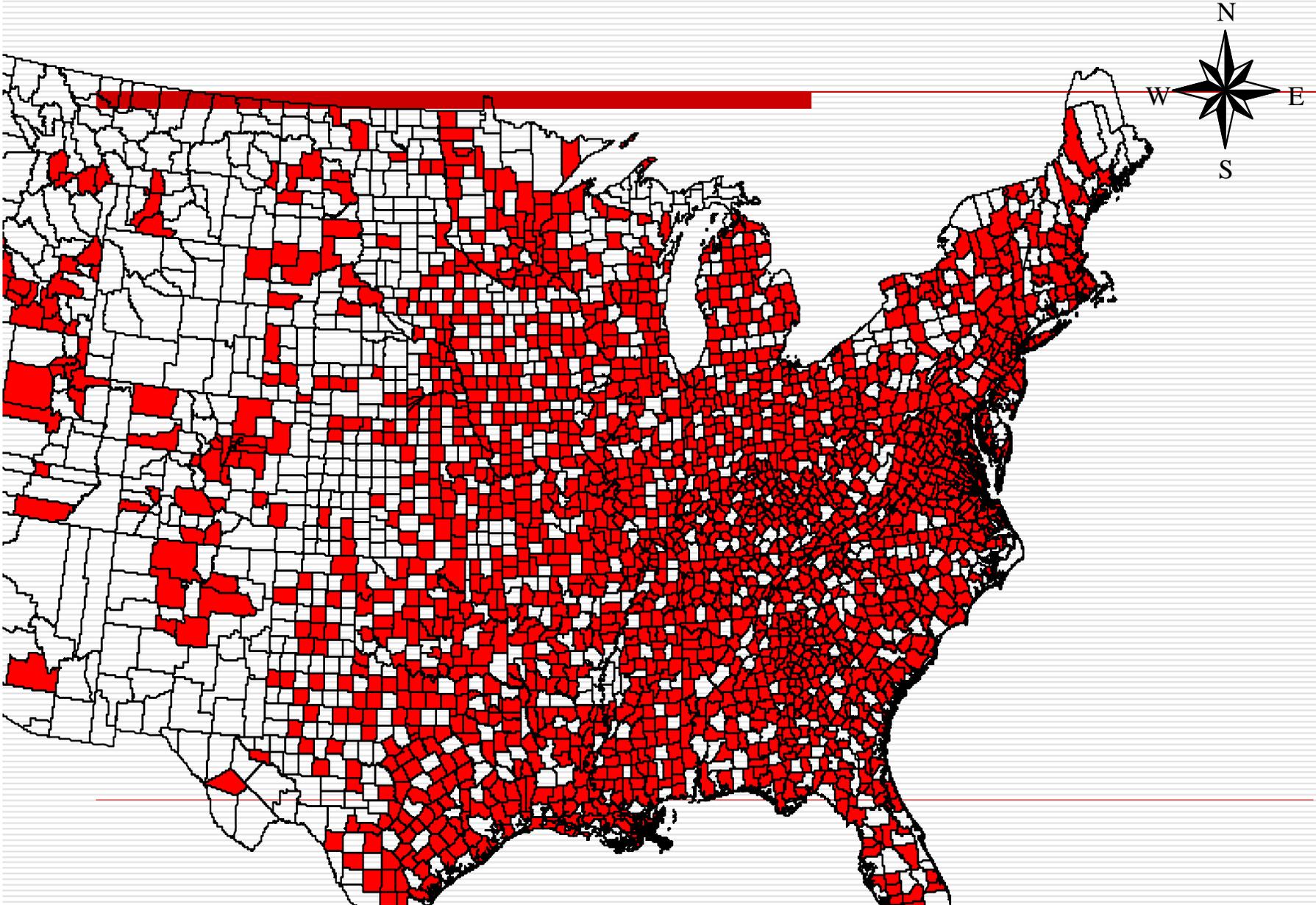
#1 GREAT INCREASES IN WORKERS LEAVING HOME COUNTIES TO WORK

- ❑ 1990 23.9% of workers left home county
 - ❑ 2000 26.7% (2005 almost 28%)
 - ❑ 90's - 13.2 meg. new Workers 51% Left home county (6.7 Meg.)
 - ❑ 00's - Of 5 meg. new workers 55% left home county (2.6 Meg.)
 - ❑ ONLY 3 STATES DOWN !
 - ❑ Wash DC Area leads nation!
-

County-to-County Worker Flow Percentage: 2000



County-to-County Worker Flow Percentage: 2000



Commuters leaving home county

County	% Leaving County
Putnam	69.87%
Queens	57.39%
Bronx	56.74%
Brooklyn	49.13%
Nassau	42.75%
Rockland	40.11%
Westchester	35.98%
NY State	35.22%
Suffolk	24.70%
Manhattan	15.19%

YOUR COMPETITIVE ENVIRONMENT

Location, Amenities, Flexibility

- The focus on services in the economy will permit more population to act on location preferences as workers and employers are less tied to resources and more attracted by amenities.
 - Areas of the country will compete for workers on the basis of housing cost, life-style, climate, and ease of living. Good transportation will be one of the competitive amenities.
 - Employers will be forced to be more flexible in schedules and benefits to attract workers.
-

There's more to transportation than just commuting!

- ❑ **COMMUTING** (20% of local psgr travel)
 - ❑ **OTHER LOCAL TRAVEL**
 - ❑ **TOURISM**
 - ❑ **SERVICES**
(Power/phone/cable/sewer/water)
 - ❑ **PUBLIC VEHICLES** (gov. services)
 - ❑ **URBAN GOODS MOVEMENT**
 - ❑ **THRU PASSENGER TRAVEL**
 - ❑ **THRU FREIGHT TRAVEL**
-

THE LEAVENING POWER OF FREIGHT MOVEMENT

- ❑ Forces serious consideration of costs
 - ❑ Costs are direct and immediate
 - ❑ Strongly and directly impacts jobs
 - ❑ Think of “Trucks with glass sides”
 - ❑ How many ton-miles in my breakfast?
 - ❑ Transportation policy and planning is not a parlor game
-

The beginnings of a reaction

- ❑ freight needs – a dose of reality
 - ❑ Irate reactions to congestion
 - ❑ 9/11 as a wakeup call

 - ❑ It is no longer acceptable that things are bad and our plans accept they will get worse
-

A New Plan for Planning for States And MPO's

- MEET SAFETY NEEDS
 - SUPPORT ECONOMIC DEVELOPMENT
 - ASSURE SECURITY -- REDUNDANCY
 - INCREASE MOBILITY/RELIABILITY
 - SERVE AGING POPULATIONS
 - SERVE LOW-INCOME POPULATIONS
 - CLRP PLUS
-

MPO Skills Needed

- Economists:
Labor/Freight/Competition
 - Freight/Logistics Specialists
 - Safety/Security Specialists
 - Housing Specialists
 - Operations Specialists
 - Information Systems
Technologies
-

Four things that matter

- Education
 - A sound institutional/
governmental framework
 - Communications
 - Transportation
-

Attributes of a Vision

- Immediate-Action Opportunities
 - Community Design
 - Transportation and Productivity
 - Time & Cost of Travel -- \$50 hr
 - Safety
 - Long Distance Travel
 - Congestion & Capacity Needs
Backlog
-

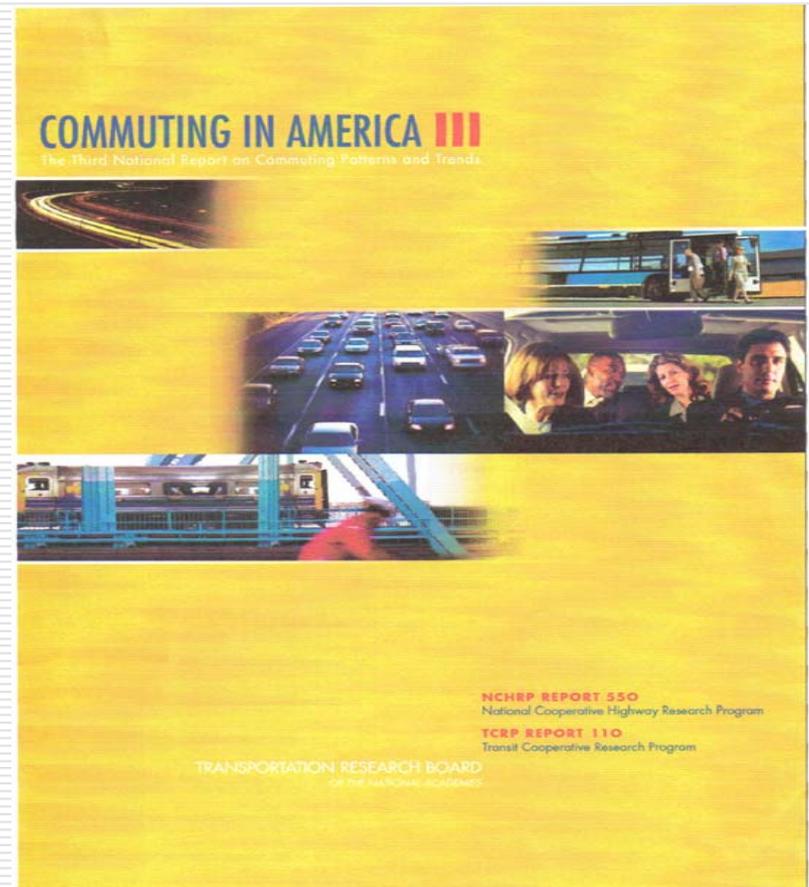
A VERY POSITIVE FUTURE

- More Operable Problems
 - The Resources to Respond are there
 - People, Technology, Political & Financial
 - MUST RECOGNIZE CENTRAL ROLE OF MOBILITY IN OUR SOCIETY
 - MUST BE WILLING TO ACT TO FOCUS RESOURCES
-

Thank you

- Information on **Commuting in America III** is available from the **Transportation Research Board; NAS**
- on the Internet at <http://www.TRB.org/CIAMIII>

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New Patterns to Watch

- Who, where will the workers be?
 - Will long distance commute expand further?
 - Will role of commuting decline/grow or just change?
 - Will value of time still be the guiding factor?
 - Will we see greater employer flexibility?
 - Will the value of mobility be recognized?
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THE SHIFT HAS BEGUN

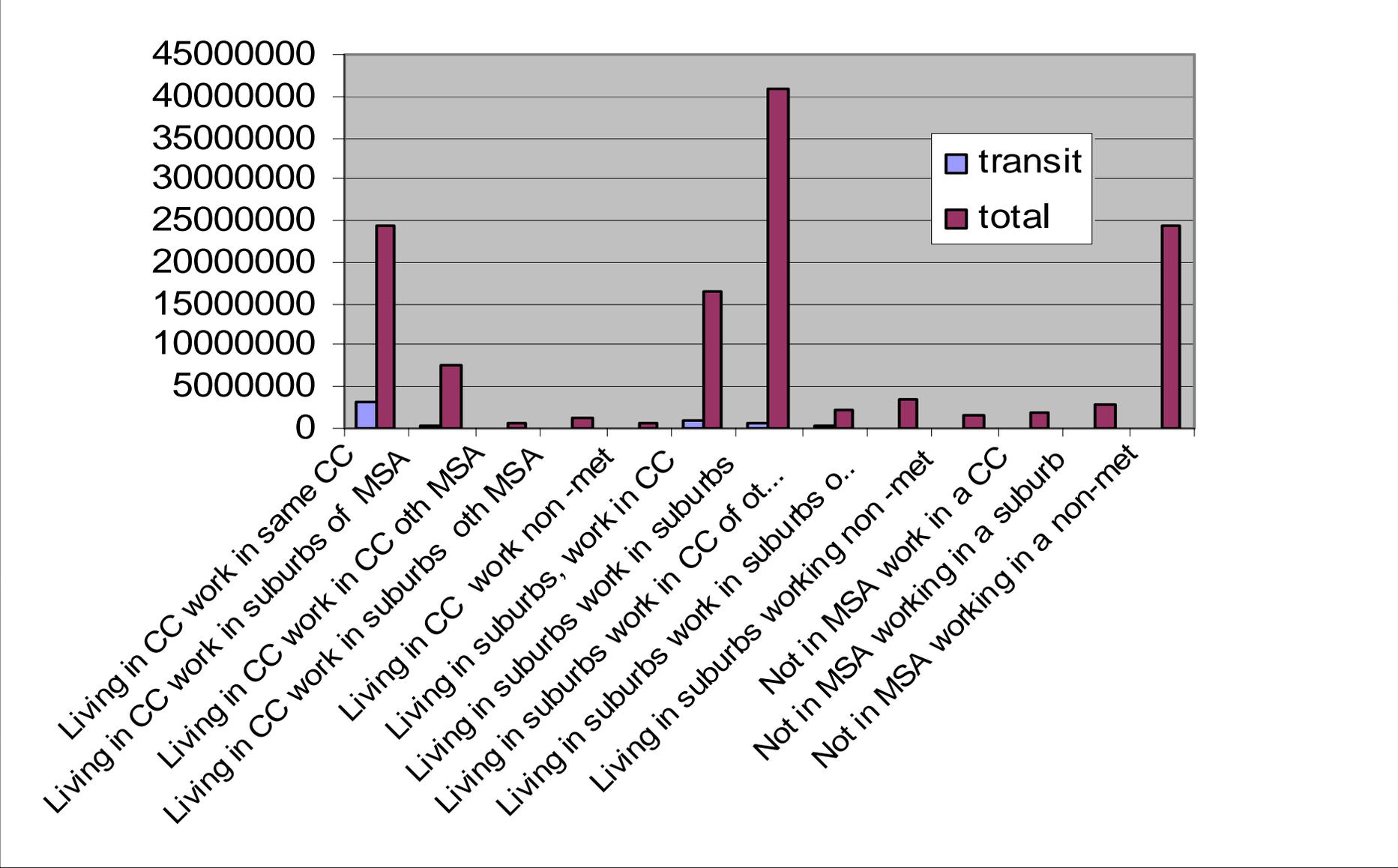
<u>OVER 65</u>	<u>1990</u>	<u>2000</u>	<u>%</u>	<u>2005</u>
POPULATION (millions)	31.2	35.0	12.2 %	36.8*
WORKERS (millions)	3.5	4.25	21.4 %	4.66
SHARE AT WORK	11.2%	12.1%		12.7%

* Census estimate 2005

THE SHIFT HAS BEGUN

<u>OVER 65</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>
POPULATION	31.2	35.0	40.2	54.6
WORKERS (millions)	3.5	4.25	5.1	6.9
SHARE AT WORK	11.2%	12.1%	12.7%	12.7%

National commuting flows



Mode Shares – more of the same!

	1990	2000	2005
DRIVE ALONE	73.2	75.7	77.0
CARPOOL	13.4	12.2	11.7
TRANSIT	5.3	4.7	4.6
WALKED	3.9	2.9	2.5
WORK AT HOME	3.0	3.3	3.6

- ❑ High variability in Transit & Carpooling
 - ❑ Walking declines again
 - ❑ Work at home (22% incr.) passes walking
 - ❑ SOV increase almost exceeds # of workers as 90
-