

EMERGING PERFORMANCE AREAS TASK FORCE

AASHTO Committee on Performance-Based Management

September 2023 Business Meeting



Task Force Objectives

- Support AASHTO strategic plan goals.
- Identify emerging performance areas and develop new performance measures that support big picture goals.
- Share best practice for integrating new measures into agency decision-making.
- Create platform for knowledge exchange.
- Develop research and synthesis proposals; volunteer to serve on research and synthesis project teams.

Example Performance Areas of Interest

- Accessibility/Destination Access
- Equity
- Resilience
- Carbon/Greenhouse Gas Reduction
- Public Value Creation
- Health
- What emerging areas pique your interest?

Today's Agenda

- Destination Access/Accessibility – Deanna Belden, Minnesota DOT
- Carbon Reduction Strategies/Integrating GHG Assessment into Planning – Darius Pakbaz and Chris Laplante, Colorado DOT
- Creating a New Transportation Vision: ‘Moonshot’ focus; overview of ALICE – Kelly Travelbee, Michigan DOT



DESTINATION ACCESS/ACCESSIBILITY

Deanna Belden, Minnesota DOT

Accessibility/Destination Access

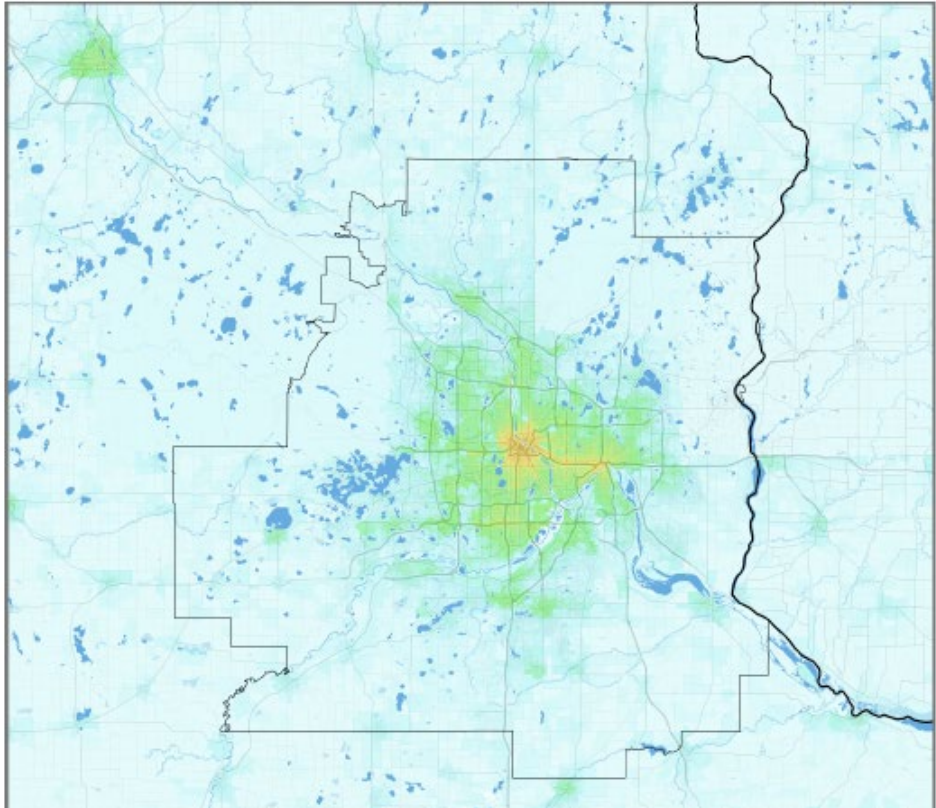
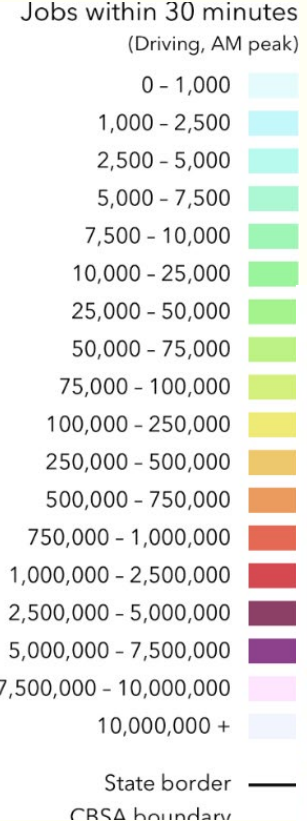
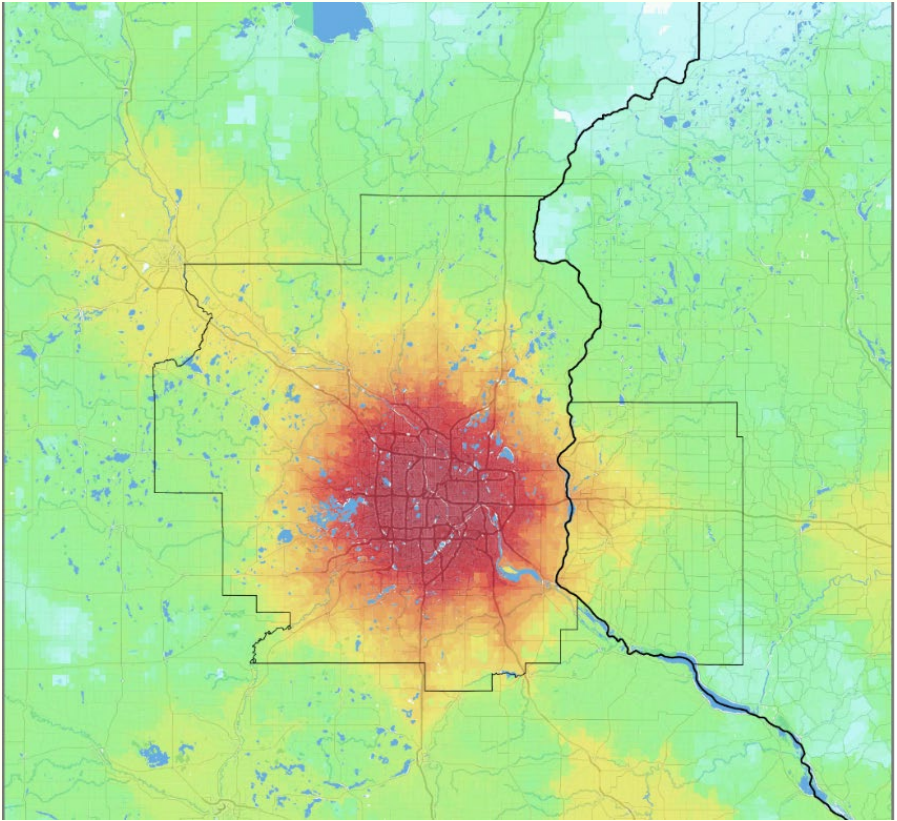
Multimodal accessibility measures the ease of **reaching priority destinations**

(Ex. How many jobs, grocery stores, or pharmacies are reachable in 30 minutes by walking, biking, transit or vehicle?)



Measures either from a given point OR a defined area

Auto and Transit Accessibility to jobs in the Twin Cities



While biking to work commuters come across streets with different levels of traffic stress. More experienced bikers may feel confident on LTS 3 or 4 while others may feel more comfortable sticking to LTS 1 or 2. The maps below show job accessibility using LTS 1 and 2 within 30 minutes and 60 minutes.

What impacts job accessibility?



Job Location

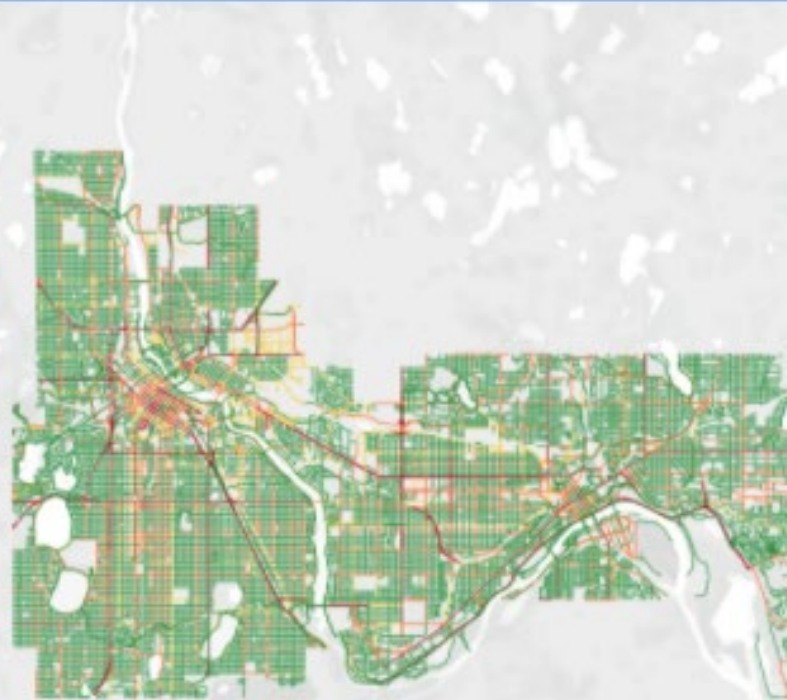


Road Network



Commuter Comfort

Twin Cities Road Network by Level of Traffic Stress

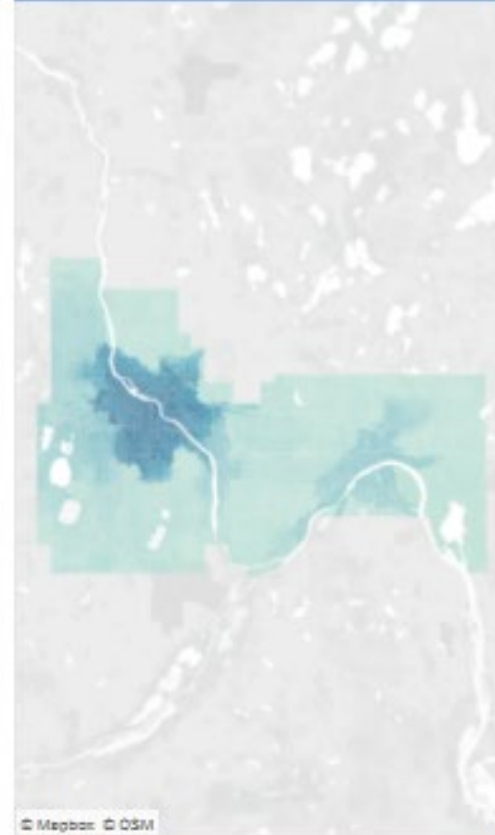


© 2021 Mapbox © OpenStreetMap

Level of Traffic Stress

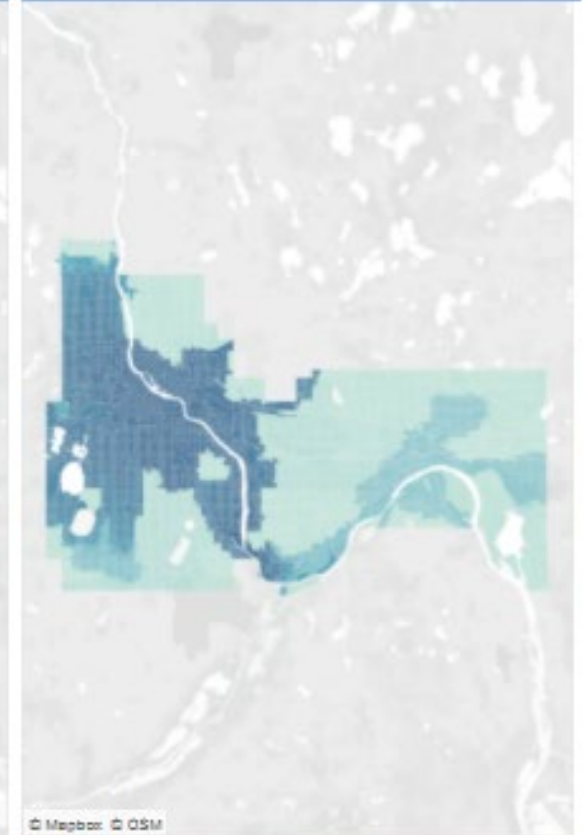
- 1 - Suitable for all ages, usually separated path
- 2 - Suitable for adults
- 3 - Buffered bike lane on high speed roads
- 4 - No bike lane on high speed roads

30 minute commute



© Mapbox © OSM

60 minute commute



© Mapbox © OSM

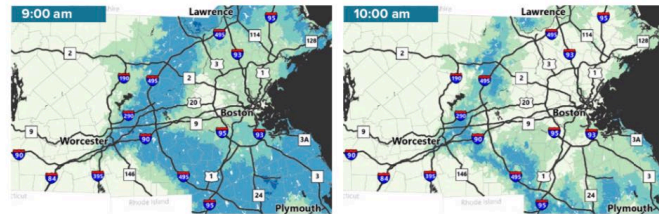
Total Accessible Jobs



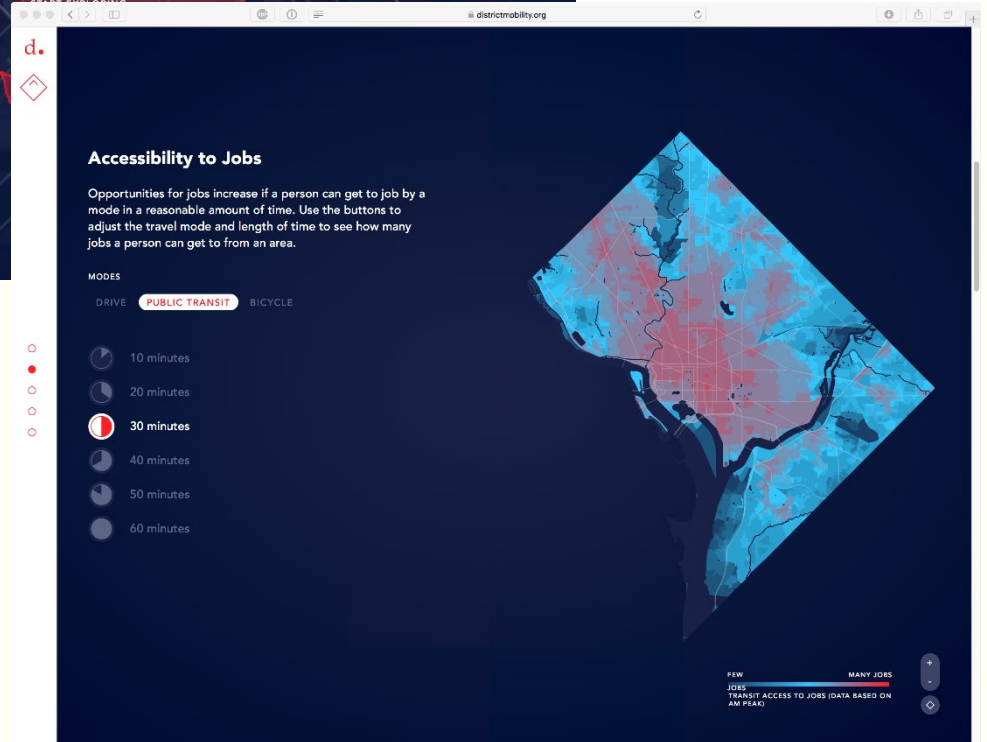
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CONGESTION IN THE COMMONWEALTH

REPORT TO THE GOVERNOR 2019

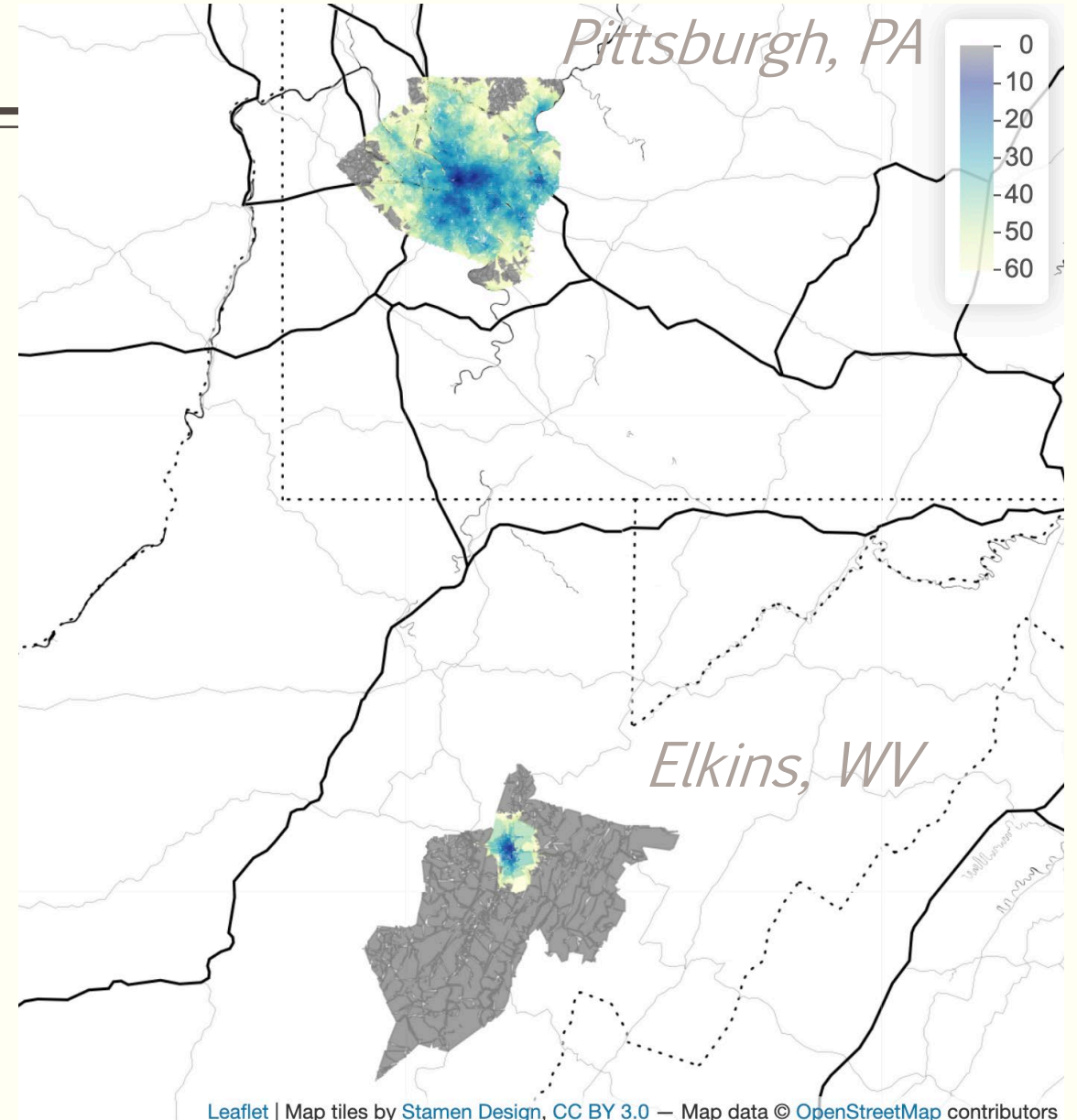


Applications using this data



Access in Appalachia

- Non-work destinations
- Travel time to choice
 - E.g., biking to 3rd High school
- Access to:
 - rural health care
 - freight infrastructure
 - education
 - entertainment



Completing the Access Story

Multimodal access improvement at three critical levels

Levels

Applications



State + Regional (All systems)

Communicating **outcomes** to the public for walking, biking, transit, and vehicle improvements over time **across Minnesota**



MnDOT's Program

Understand walking, biking, transit, and vehicle improvements on the **system** MnDOT manages



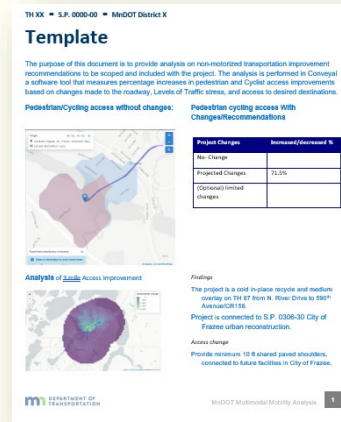
MnDOT Project Alternatives

Evaluate MnDOT project **alternatives** for walking, biking, transit, and vehicle improvements on projects

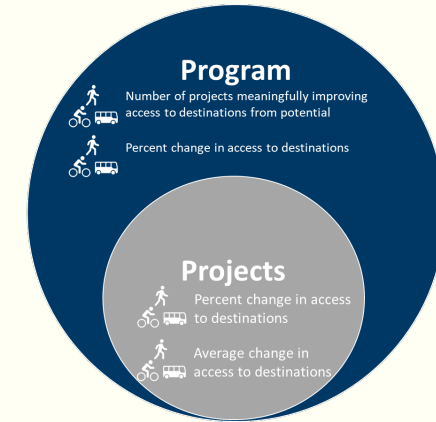
Multimodal Accessibility Analysis in MnDOT's Program + Project Development Process



Corridor Planning
Alternatives

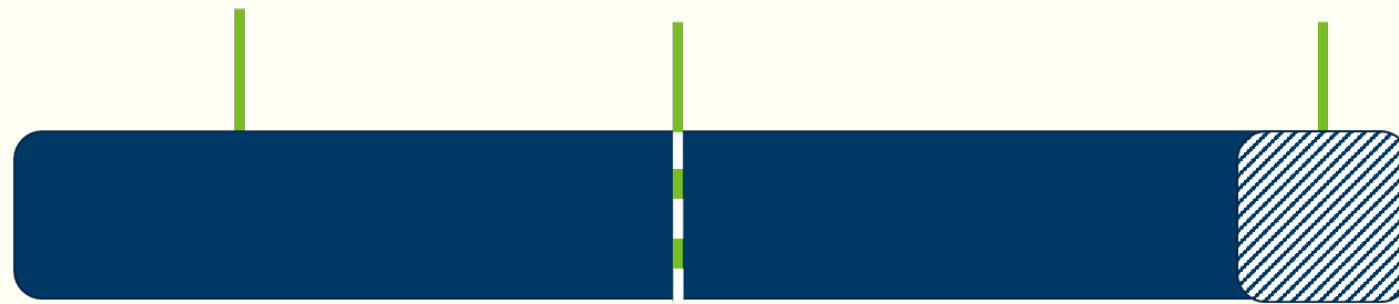


Scoping
Alternatives



Post-Construction
Annual Multimodal
Access Improved

Stages in program +
project development
for Multimodal
Accessibility Analysis



Planning (10-5yr)

Project (4-1yr)

Post
Construction

Multimodal Accessibility Performance Measures Program + Projects

MnDOT's Program



Number of projects meaningfully improving access to destinations from potential



Percent change in access to destinations

Projects



Percent change in access to destinations



Average change in access to destinations

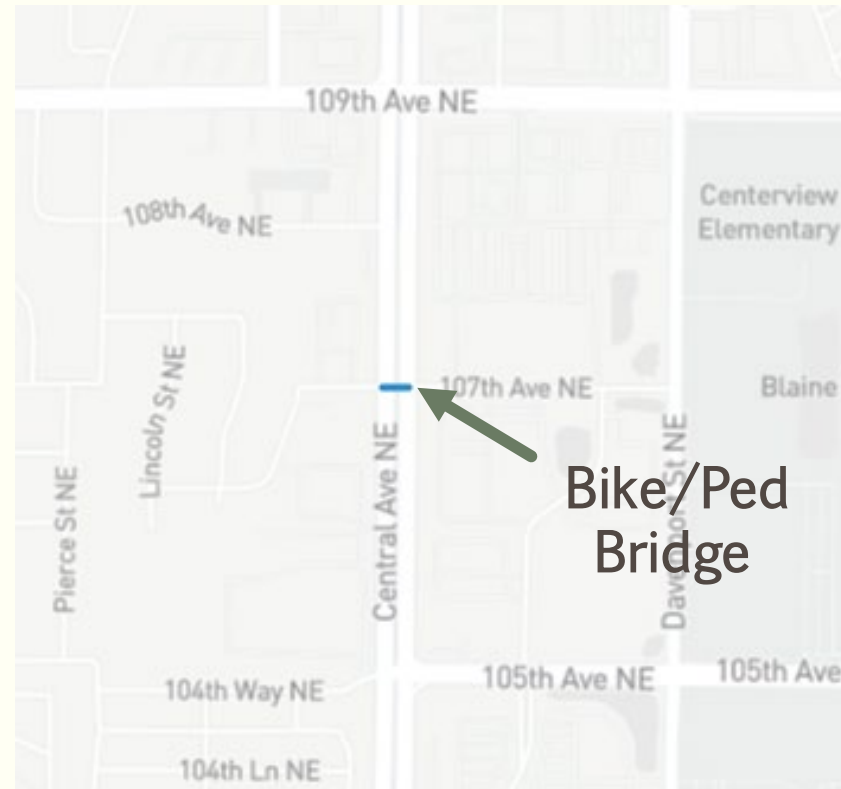


How is Multimodal Accessibility Analyzed?

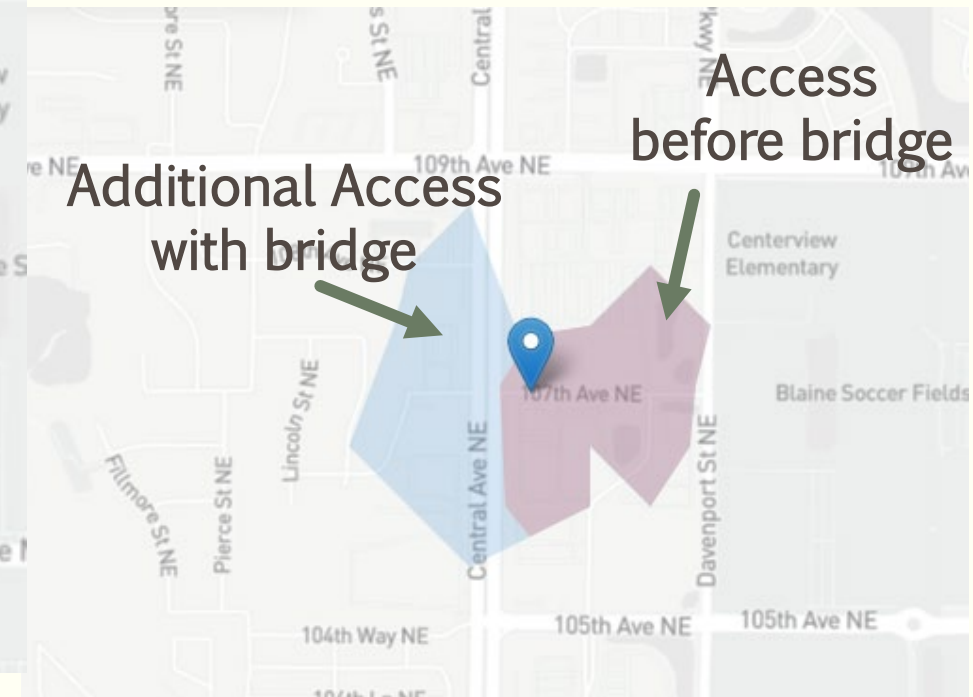
Accessibility Analysis tools

- Quick and iterative editing,
- Alternative and project comparison,
- flexible origin and destination datasets

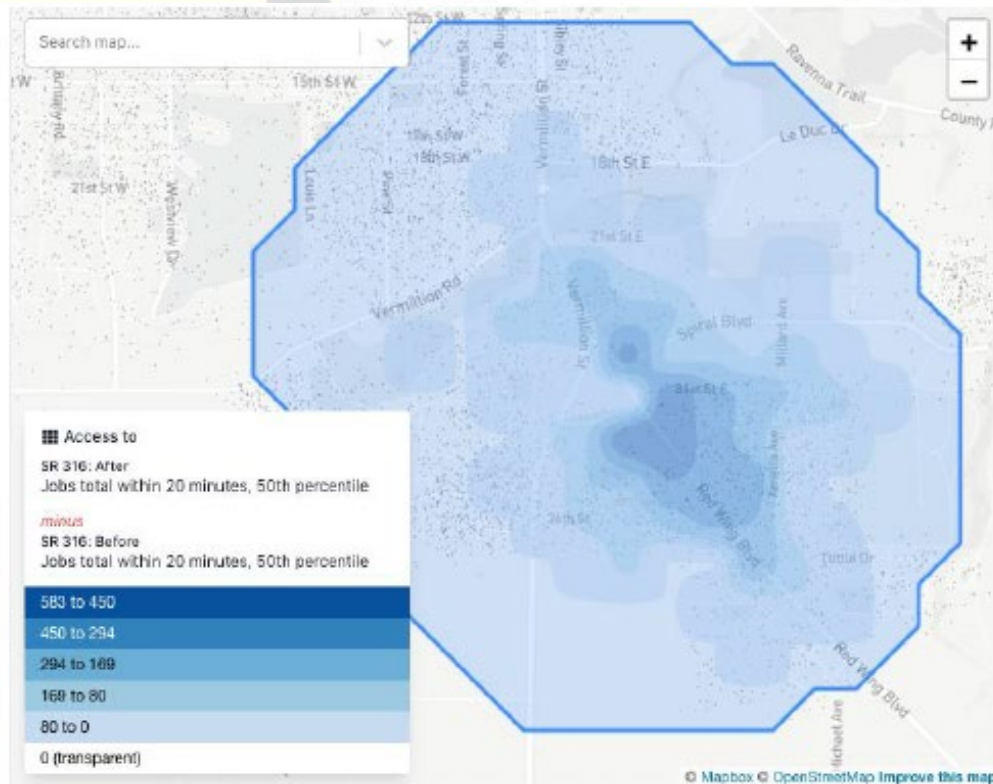
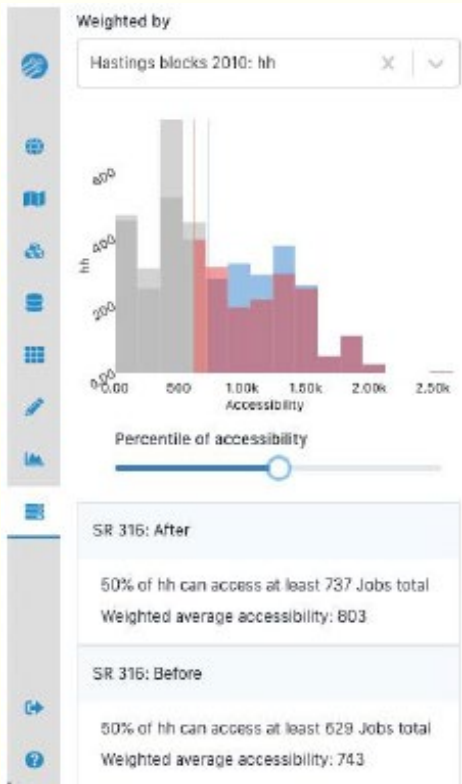
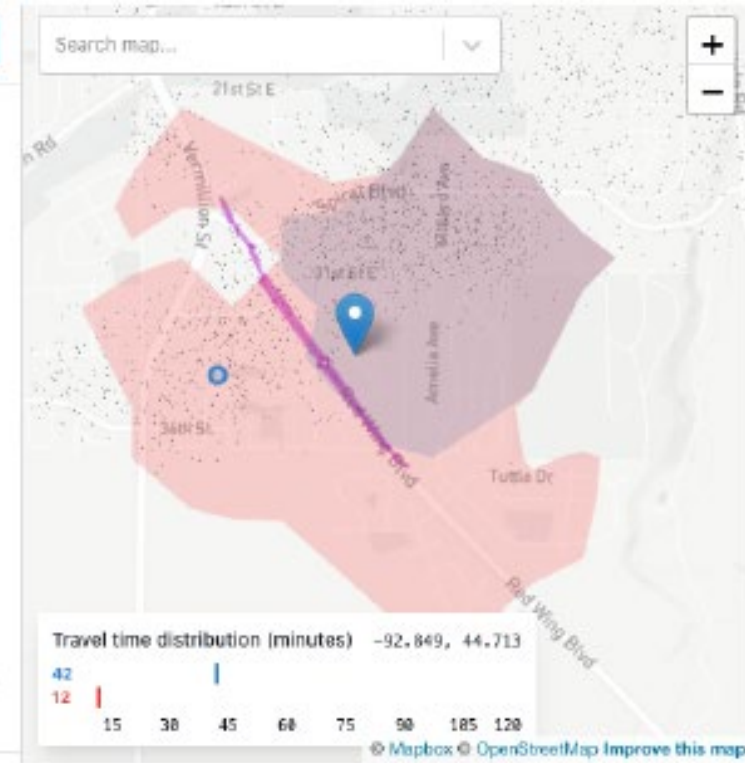
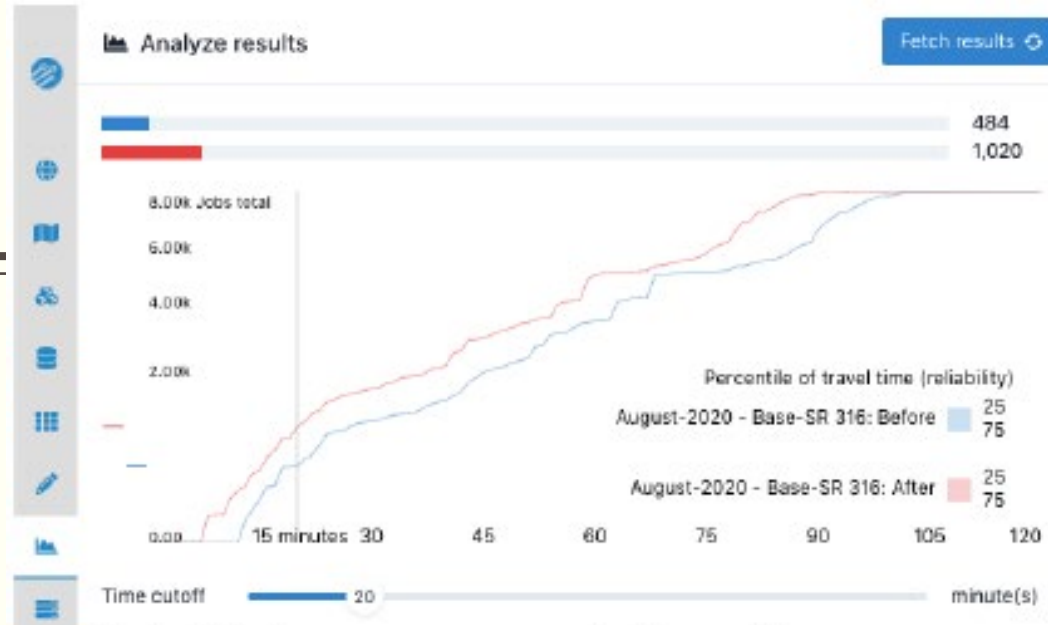
Network Edit



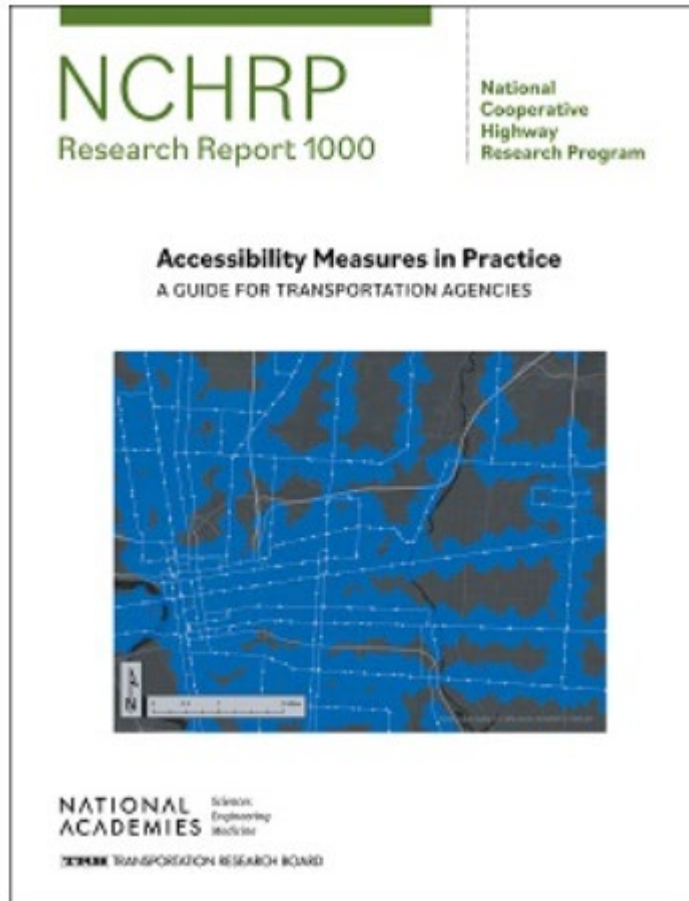
Change in Access, 5 min walk



TH 316 in Hastings, MN



- 20-minute walksheds before and after road improvements from nearby location
- Access to jobs within 20-minute walk before and after road improvements



NCHRP Accessibility Measures in Practice

The screenshot shows the Conveyal website interface. On the left is a dark navigation menu with various links like 'A simple walkthrough', 'Managing modifications', and 'Analyze Accessibility'. The main content area has a dark background with the title 'Introduction' in white. Below the title is a paragraph explaining the manual's purpose. A map of Washington, DC, is shown with a color-coded accessibility overlay. To the left of the map is a control panel with settings for 'DC Baseline 2020'. Below the map is a table with accessibility data for different scenarios.

conveyal Docs Changelog

Introduction

This manual will help you use Conveyal to edit land-use and transportation scenarios, and evaluate them in terms of accessibility.

Scenario	Baseline
45 minutes	50th percentile
45 minutes	80th percentile
45 minutes	90th percentile
45 minutes	95th percentile
45 minutes	99th percentile

Log in at <https://analysis.conveyal.com> with a modern browser (Chrome, Edge, Firefox) using the instructions sent via e-mail, then select a region and project to use.

Once you have selected a project, you can [edit](#) and [analyze](#) scenarios. Most users will already have a project prepared when they first log in and can skip the Network Setup steps. If you don't see a region or a project, you'll first need to [prepare a baseline network](#) or get in touch with your support team.

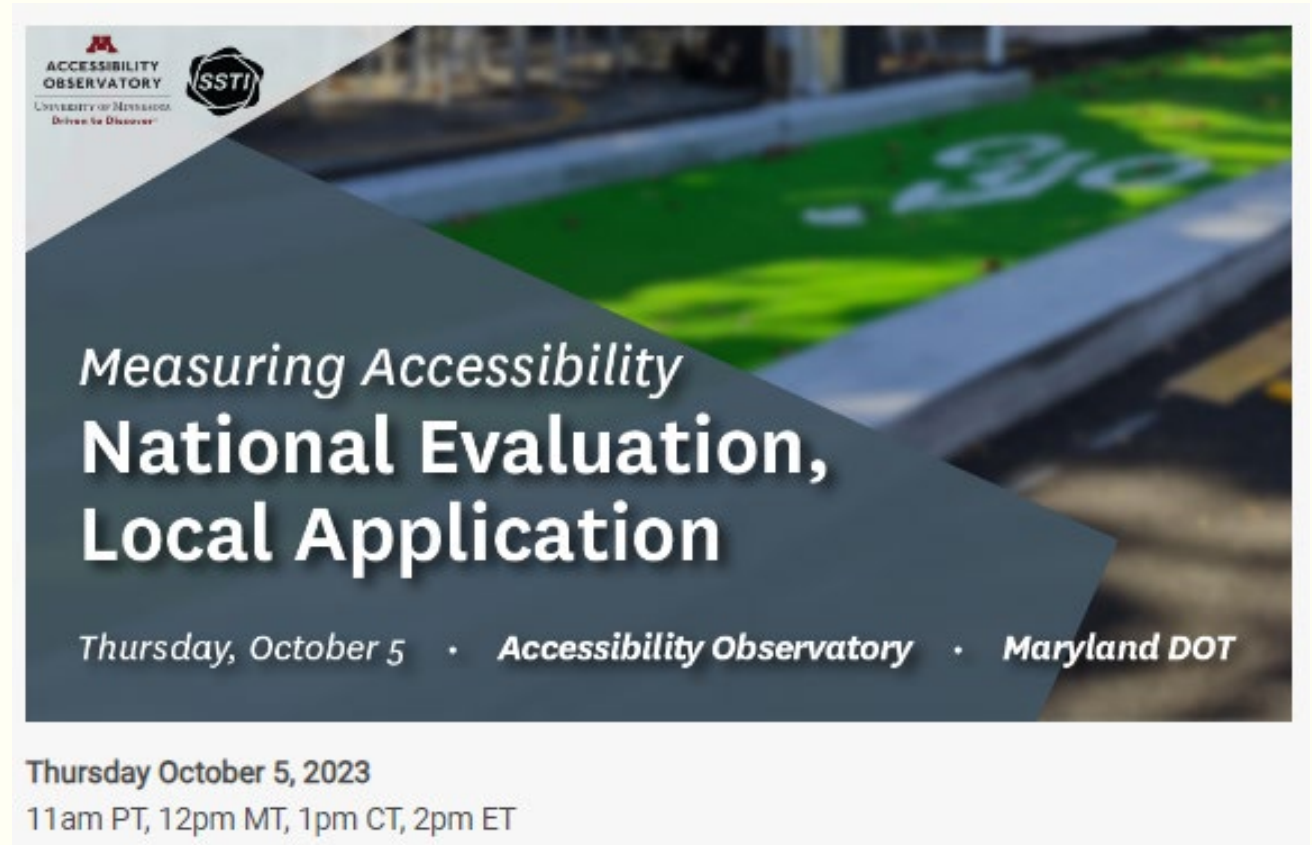
[Edit this page](#)

Equity or Demographics Analysis - Conveyal

Resources



[SSTI Accessibility Guide](#)



[AO + SSTI Webinar](#)

Measuring Access Using Crowdsourced Travel Behavior Data: The Easy Button to Real Access and Equity?

- Research team led by Phil Lasley from Texas A&M Transportation Institute
- [Webinar recording from February 2023](#)
- Describes benefits to measuring accessibility, but also issues such as measures are difficult to explain, difficult to calculate, tricky to set policy and target goals, and are hypothetical
- Research looks at developing “accessibility-like” measures that reveal access based on real travel behavior
- Awaiting release of final report



Discussion

- How can we transition from mobility to accessibility performance measurement?
- How can accessibility measures be integrated into planning and decision making?
- How could/should accessibility analysis using actual data fit in?



CARBON REDUCTION STRATEGIES/ INTEGRATING GHG ASSESSMENT INTO PLANNING

Darius Pakbaz and Chris Laplante, Colorado DOT



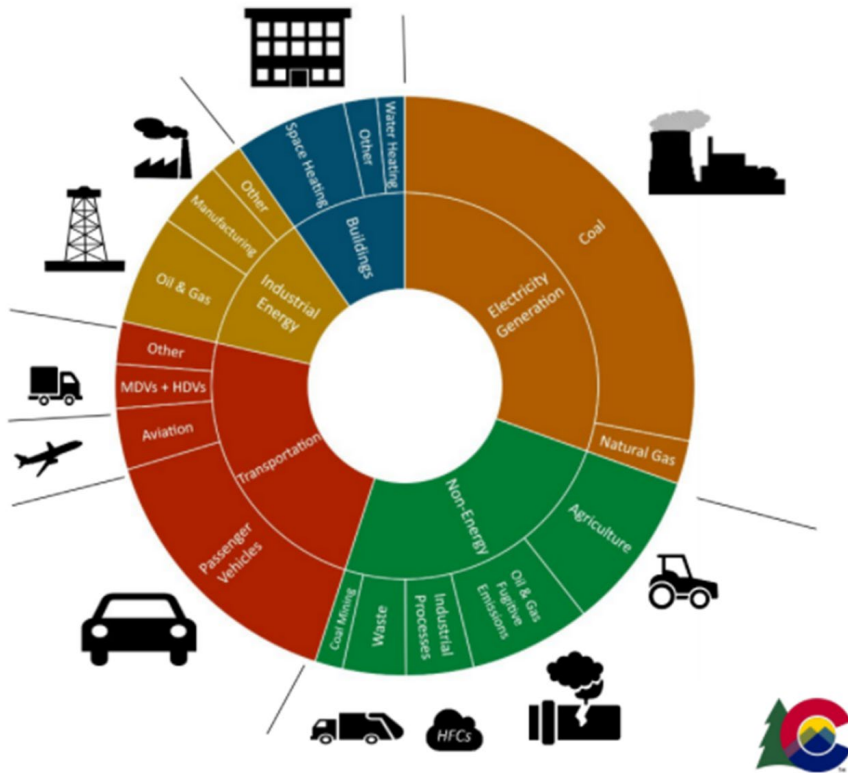
COLORADO

Department of Transportation

Colorado's Pollution Reduction Planning Standards: *A Model To Account for Greenhouse Gas Pollution Impacts of Planning Choices in the Built Environment*

Darius Pakbaz - Director, Division of Transportation Development | Colorado Department of Transportation

Chris Laplante - Air & Climate Section Manager | Colorado Department of Transportation



House Bill 19-1261 - *Climate Action Plan to Reduce Pollution*

- Reduce GHG emissions 26% by 2025, 50% by 2030, and 90% by 2050.

Colorado Greenhouse Gas Roadmap

- A list of near-term actions the State will pursue over the next few years to make significant progress toward the Climate Action Plan goals.

Senate Bill 21-260

- Made the Roadmap recommendation for transportation planning a requirement.



GHG Roadmap

Transportation Near Term Actions

Reduce pollution ~12.7 million tons by 2030

6 MMT
reduction

Low & Zero Emission Vehicle rules

2 MMT
reduction

Utility and public investment in fleet turnover and infrastructure for light-duty zero emission vehicles (SB19-077, electrification investments from SB21-260)

1.5 MMT
reduction

GHG Transportation Planning Standard

Collectively, the other strategies will target remaining 3.2 million tons

~3.2 MMT
reduction

Incentivize land use to increase housing near jobs and reduce VMT and pollution	HB 21-1271, HB 21-1117; CDOT stakeholder process; affordable housing committee; Strong Communities
Clean trucking strategy - infrastructure, fleet incentives, consider regulatory tools such as advanced clean trucks and fleet rules	Study released October 2021 Stakeholder Engagement - Fall 2021/Winter 2022
Participate in developing post 2025 vehicle standards (state and federal)	Federal and CARB processes
AQCC evaluation of indirect source rules	RAQC has convened committee to start developing proposals
Expansion of public transit, including setting the stage for Front Range Rail	In progress - SB21-238, SB 21-260, Main Streets investments, on-going multimodal emphasis




The GHG Planning Standard

PLANNING PRIORITIES POWERED BY YOU COLORADO Department of Transportation

VISION FOR COLORADO'S TRANSPORTATION SYSTEM

10-YEAR STRATEGIC PROJECT PIPELINE



“ In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on firsthand input from residents across the state.

Our goals were simple: to hear directly from Coloradans about what they need from our transportation system; to ensure that we are prioritizing precious taxpayer dollars in ways that best deliver on those needs; and to energize an ongoing statewide conversation about the vitality of transportation in connecting our daily lives.

Now, with that input gathered from across the state, we're ready to present our 10-year vision for Colorado's transportation system. ”

Michael M. Jan

- Adopted by the Colorado Transportation Commission on December 2021
- Requires CDOT and the State's five metropolitan planning organizations (MPOs) to create transportation plans that provide more travel choices, resulting in reduced GHG emissions
- Individual projects on their own provide a smaller opportunity than systems planning decisions when it comes to reducing GHGs

<https://www.codot.gov/programs/environmental/greenhousegas/assets/2-ccr-601-22-eff-10-30-22.pdf>

Planning Standard Goal: Reduce GHG emissions from the transportation sector through the development of long range transportation plans that support more travel choices.



Process Overview: GHG Planning Standard

Develop long range planning docs

Determine GHG Impact of plans in 2025, 2030, 2040, and 2050

Compare results to GHG reduction levels

CDOT:

- 10-Year Plan
- Four-Year Prioritized Plan

MPOs:

- Regional Transportation Plans (RTPs)
- Transportation Improvement Programs (TIPs)

Using a combination of transportation demand models and EPA MOVES, model the GHG impact of the existing transportation network and the projects in the applicable planning documents.

Do the agencies meet the reduction levels in each year as required by the Planning Standard?

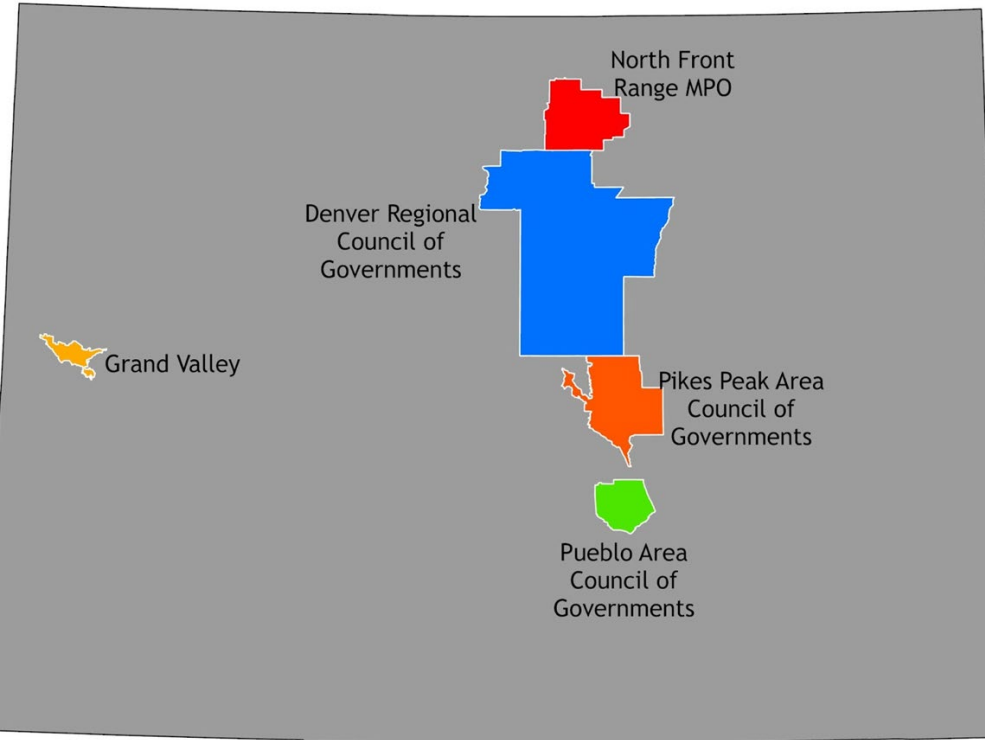
If yes - all good!

If no - can rely on GHG Mitigation Measures





GHG Transportation Planning Reduction Levels



Regional Area	2025 Reduction Level (MMT)	2030 Reduction Level (MMT)	2040 Reduction Level (MMT)	2050 Reduction Level (MMT)
DRCOG	0.27	0.82	0.63	0.37
NFRMPO	0.04	0.12	0.11	0.07
PPACG	N/A	0.15	0.12	0.07
GVMPO	N/A	0.02	0.02	0.01
PACOG	N/A	0.03	0.02	0.01
CDOT/Non-MPO	0.12	0.36	0.30	0.17
TOTAL	0.43	1.5	1.2	0.7

*MMT of CO₂e

- Transit
- Bicycle Infrastructure
- Transit-Oriented Development
- Heavy Duty Charging
- Travel Demand Management
- Walking Infrastructure
- Residential Density
- Parking Supply Reduction
- Micromobility E-Shares
- Clean Construction (coming in 2023)





Modeling

Evaluation Tool	Transit	Bicycling and Walking Infrastructure	TDM and Tele-travel	Land Use	Parking	HDV Charging	Micromobility	Clean Construction
Colorado's Statewide Activity-Based Model		X	X					
MPO Travel Demand Models	X	X		X				
FHWA Energy and Environmental Policy Analysis Tool (EERPAT)	X		X	X				
Mitigation Points Matrix	X	X	X	X	X	X	X	X



Mitigation Points Matrix

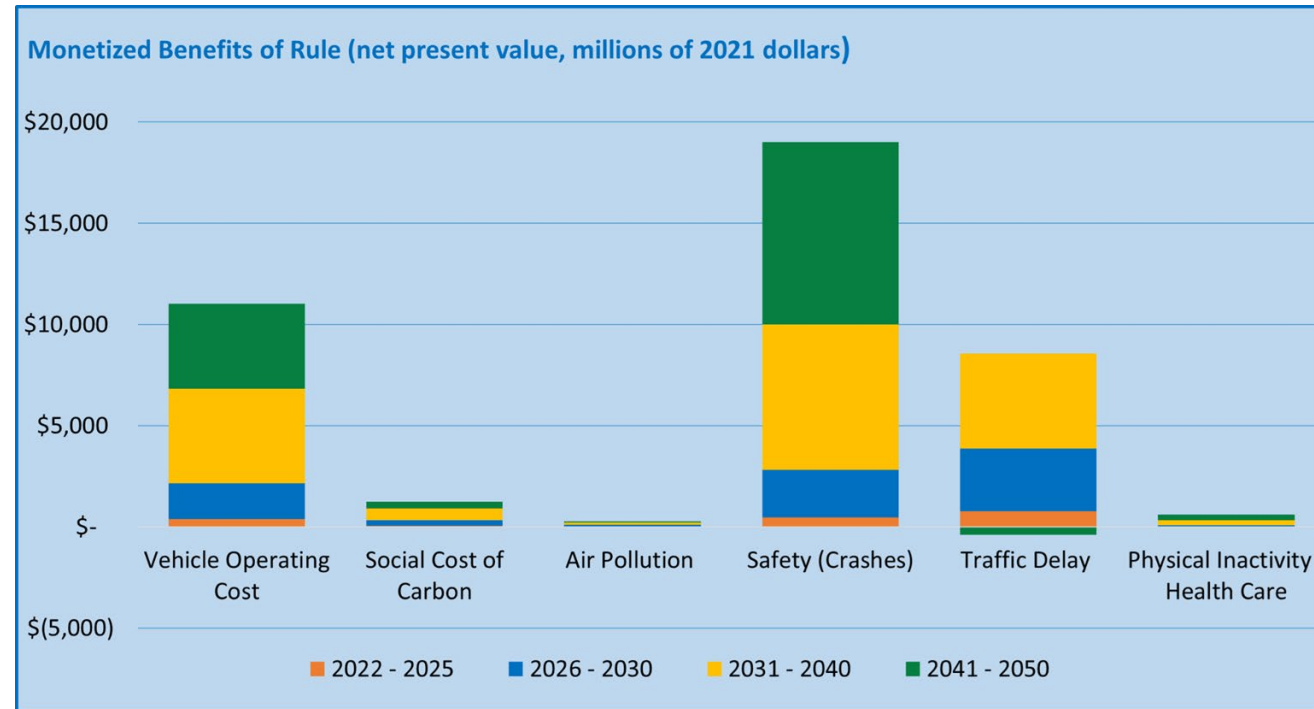
Project Type	Metric	Project Lifetime (Years)	Points/Metric Now–2025	Points/Metric 2026–2030	Points/Metric 2031–2040	Points/Metric 2041–2050	Additional Multipliers
<i>Pedestrian/Bicycle</i>							
Bike lane/facility – CORE URBAN	Miles of two-way facility built between plan year 1 and evaluation year	30	26	21	12	6	2.0 – separated/ protected lane or bike boulevard 1.5 – within mixed-use district or ½ mile of transit station or school
Bike lane/facility – URBAN			14	11	7	3	
Bike lane/facility – SUBURBAN			4	4	2	1	
Bike lane/facility – RURAL			1	1	1	1	



Cost Benefit Analysis

Key benefits of the rule include:

- **Vehicle operating cost savings:** Due to reduced need for travel and more efficient vehicles.
- **Social cost of carbon** (increasing from \$83 per metric ton of CO2 in 2025 to \$116 per metric ton for emissions occurring in 2050).
- **Air pollution:** Savings in health care costs as well as damage to structures and natural systems from reductions in particulate matter (PM) and oxides of nitrogen (NOx).
- **Safety (crashes):** Reduced crash costs based on reduced VMT.
- **Traffic delay:** Reduce traffic delay resulting from lower VMT, considering offsetting effects of “induced demand” from capacity expansion.
- **Physical activity:** Investments in walking and bicycling infrastructure and transit services increase physical activity and reduce health costs associated with inactivity.





Stakeholder Engagement/Rulemaking

January 2021: Advisory Board Convened and Regional Stakeholder Engagement

- Advisory Board met regularly - as frequently as 2x a week - to discuss rule concepts
- CDOT held 11 regional public meetings during this time; focused on transportation stakeholders

August 2021: Draft rule issued for 60 day public review

- Nine public hearings across the State during the comment period
- Each meeting held in a hybrid (in person/virtual) format and offered Spanish interpretation

October 2021: Comment period extended another 30+ days and updated draft rule issued

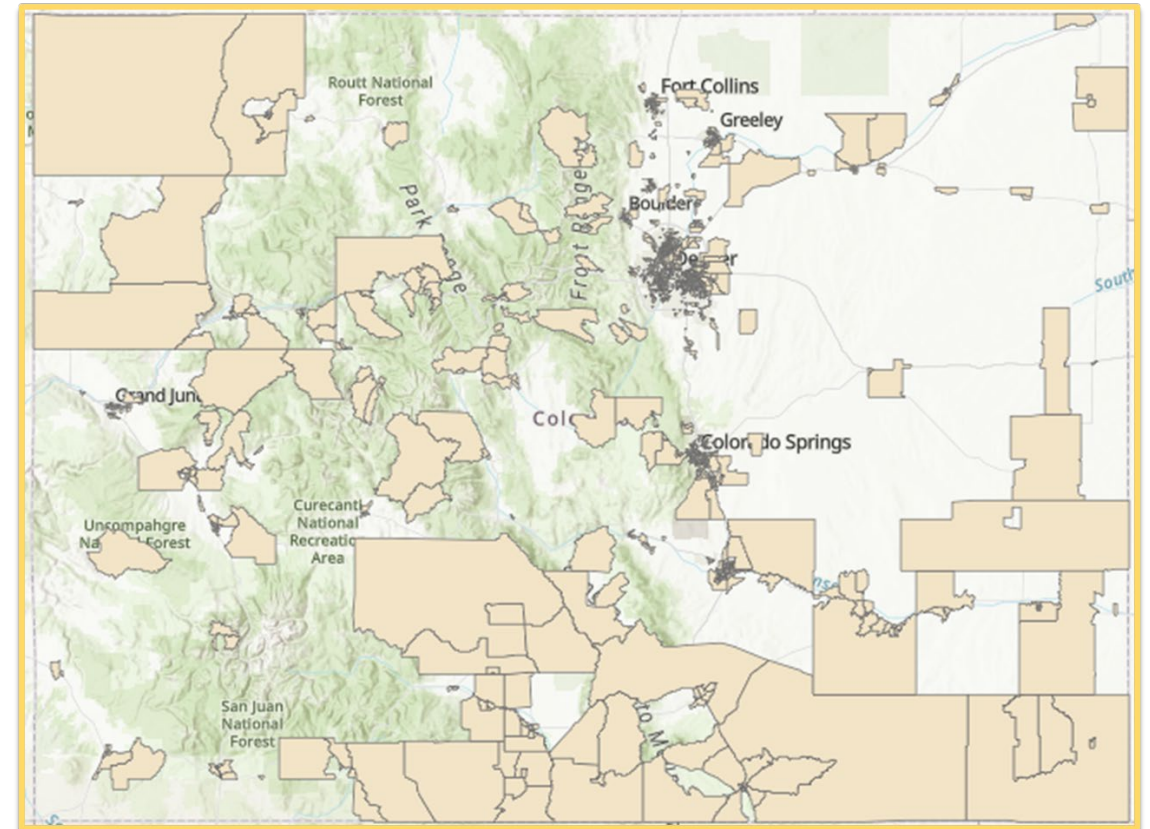
- 10th public hearing on November 10
- In total, over 300 comments received in writing or via hearings
- Vast majority of comments strongly supported the rule

November/December 2021: Final Rule Development - Approved by the Transportation Commission on Dec 16, 2021



Disproportionately Impacted Communities

- Rule requires that CDOT and MPOs measure and prioritize localized benefits of GHG Mitigation Measures to Disproportionately Impacted Communities.
- CDOT hosted a series of **workshops** with members of the statewide Environmental Justice Taskforce and other stakeholders.
- Proposing to use the **Transportation Equity Scorecard** (University of South Florida's Center for Transportation Equity, Decisions and Dollars) to measure benefits of mitigations.
- CDOT Environmental Justice and Equity Branch's work on a more comprehensive **transportation equity framework** will support equity-focused prioritization.



[<https://www.arcgis.com/apps/mapviewer/index.html?layers=7d0cf560b11e41f0a4d323c4e6c90e0b>]



Real World Impacts

Inclusion of more multimodal project features

- CDOT initiated new micro-transit bus service as part of reconstruction of the “Floyd Hill” segment of I-70.

Empowerment of MPOs to drive important conversations about infrastructure impacts

- Denver Regional Council of Governments has begun addressing land use in a meaningful way far exceeding past precedent.
- Staff has begun to “pressure test” proposals to widen arterials that once composed much of the region’s long-range plan.
- DRCOG’s planning process has moved to prioritize and accelerate significant transit investments like bus rapid transit.

Strengthening modeling and analytical capabilities

- Rule prompts agencies to develop and adopt state-of-the-art travel demand models that take into account not just driving but also walking, biking, telework, smart development, and induced demand.
- CDOT and MPOs are working together to share best practices and technical capabilities.



Lessons Learned

Government entities with direct subject matter expertise and jurisdiction over transportation dollars should take the lead

- Colorado's Transportation Commission led the rulemaking.
- Staff who have worked on the rule have primarily been officials in CDOT's planning division and can interface with MPOs.

When developing a new framework or policy to address GHG pollution reduction in transportation infrastructure, use familiar concepts to the extent possible

- Much of the structure is similar to ozone conformity, though the statutory basis for the rule is different.
- Concept of the approved mitigation list is derived from highway safety regulation.

Create a big tent for stakeholder outreach, and keep everyone at the table

- 10 public hearings held, far exceeding public outreach requirements for rulemaking via the Administrative Procedures Act.
- Informal stakeholder working group has evolved into a venue for ongoing work around implementation.
- Outreach has included both supporters and skeptics of the rule, ensuring differing perspectives are heard.

Balance good modeling with ongoing focus on real-world outcomes and improved options for citizens

- Colorado's Activity-Based Model has continued to gain credibility in the field and to incorporate cutting-edge techniques.
- Model must be paired with a real-world focus on how the implications of a policy will impact people.

Be ambitious and embrace impact

- GHG reduction policies become quickly charged and tend to evoke strong policy reactions
- "Pushback" will likely be as strong for a policy that is purely symbolic as for one that achieves meaningful change and real impact. So, go for the impact.



COLORADO
Department of Transportation

Darius Pakbaz | Director of the Division of Transportation Development (DTD)
Colorado Department of Transportation
darius.pakbaz@state.co.us

Chris Laplante | Air & Climate Section Manager, DTD
Colorado Department of Transportation
christopher.laplante@state.co.us

Discussion

- Which carbon reduction strategies can DOTs influence through investment?
- How can these best be measured?
- How can the strategies/measures be best integrated into our broader planning process?



NATIONAL TRANSPORTATION VISION

Kelly Travelbee, Michigan DOT

National Transportation Vision

- Developed through NCHRP 20-24 (138) with input from the leadership of 52 state departments of transportation.
- The vision was adopted by AASHTO and member departments under Policy Resolution PR-1-22.
- Encourages state DOTs work toward implementing the shared vision through individual actions that are appropriate for the context of each state.

VISION

A transportation system focused on *connecting communities, moving people and goods*, and *meeting customer needs* at all scales – from local to global – delivered as a *partnership* between state DOTs and other public, private, and civil sector partners.

ASPIRATIONAL GOALS



The six aspirational goals are intended as shared values.

ASPIRATIONAL GOAL**OUTCOME****SAFE & SECURE**

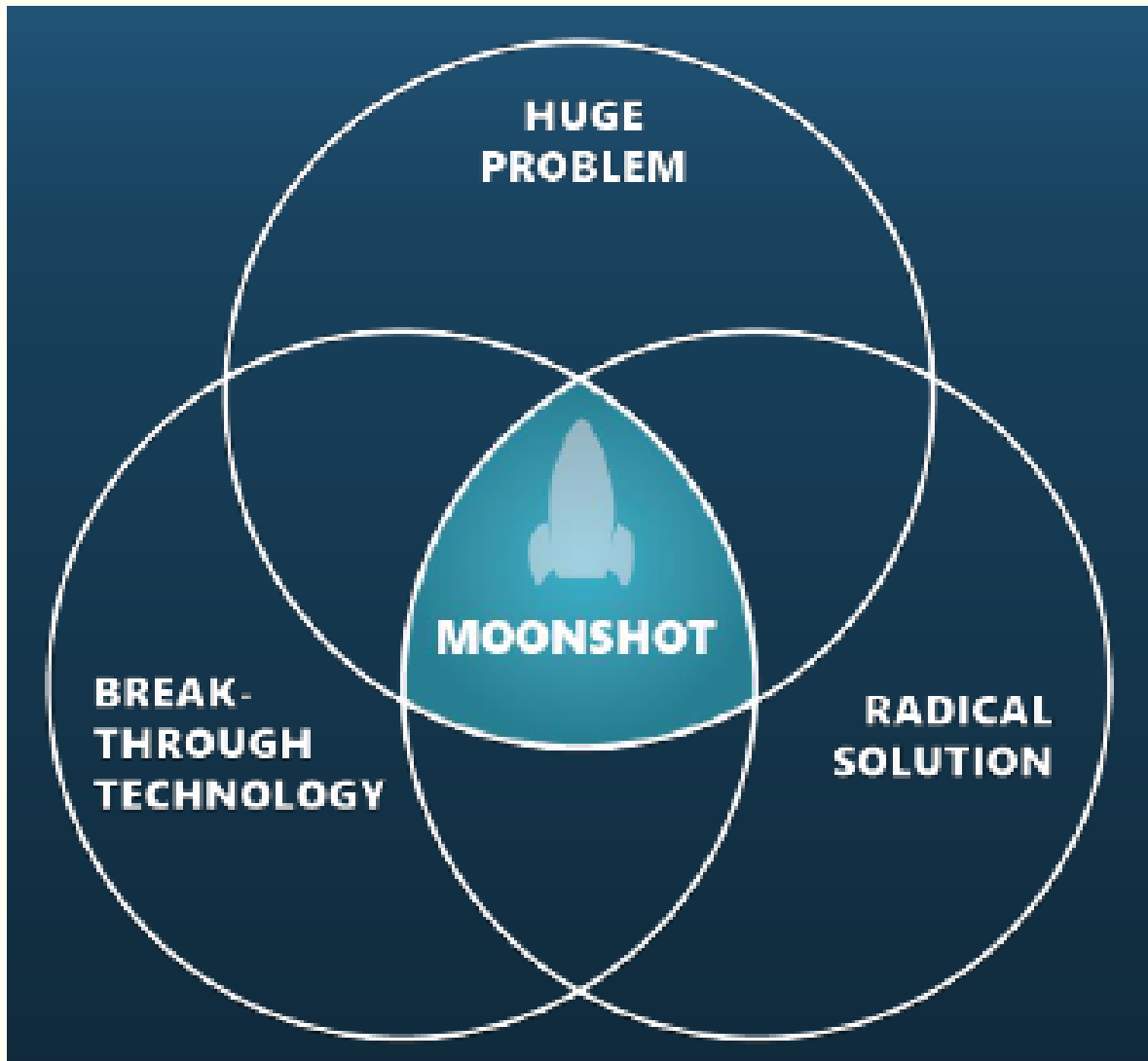
No fatalities or serious injuries to people using all modes of the transportation system; the transportation system has limited vulnerability to criminal activity, terrorism, and cyberattack and is not a conduit for human trafficking, smuggling, or spread of disease

**ACCESSIBLE &
AFFORDABLE**

Affordable and convenient transportation options to access jobs, health care, education, food, recreation, and other services for all people and families, regardless of geographic location, age, ability, or socioeconomic status

SEAMLESS & RELIABLE

Convenient, human-centered choices available on demand to move both people and goods from origin to destination, with minimal delay and quick transfers between modes and systems



GoogleX has adapted the “moonshot” concept for today’s use, **regularly charging internal teams to develop initiatives that address significant and complex problems using breakthrough technologies and radical solutions.**

GoogleX’s challenge to its internal teams is to develop solutions that are not 10 percent better than current approaches, but **10 TIMES BETTER.**

Source: GoogleX

NEXT ERA TRANSPORTATION MOONSHOTS



Make aggressive progress toward Vision Zero; reduce highway fatalities by xx percent by 2030

Work with partners to reduce the share of households who cannot afford basic survival costs by xx percent by 2030 through enhanced transportation accessibility and affordability

Create a mobility marketplace so transportation works for our customers

Change how we operate and manage the transportation system

NEXT ERA TRANSPORTATION MOONSHOTS



Improve energy efficiency and reduce transportation emissions xx percent by 2030

Rethink how we connect communities and regions

Prioritize strategies and investments to strengthen communities

WHY THIS MOONSHOT?

WHAT MIGHT WE DO?

GOALS SUPPORTED

What if we... Work with partners to reduce the share of households who cannot afford basic survival costs by xx percent by 2030 through enhanced transportation accessibility and affordability

More than 2 out of every 5 households nationally earn incomes below the poverty line or at a level not sufficient to cover basic survival costs; many of these households lack affordable transportation options for connecting to jobs, education, and health care
(United for ALICE)

- Build and strengthen non-traditional partnerships with health, human services, and workforce development organizations
- Close critical gaps in access to jobs, health care, education, recreation, and other services
- Provide more mobility options for households - including the option to not travel
- Increase the affordability of transportation

- Accessible & affordable
- Seamless & reliable
- Healthy & thriving



Source: Getty Images.

How do individual states move toward the vision?

- Each state DOT can take actions to advance the vision in ways that work for them today and in the future.
- Example **spectrum of actions** are provided.
 - *External* actions such as partnerships or coordination with other states or other sectors such as land use
 - *Internal* actions such as the decisions DOTs make about policies, plans, and investments or how they organize their operations and develop and retain their workforce.
- Each state DOT can identify additional actions that will challenge and evolve their departments and programs

Example Levers of Change

<i>LEVER OF CHANGE</i>	<i>EXAMPLE ACTIONS</i>		
	<i>MODEST CHANGE</i>	<i>SIGNIFICANT CHANGE</i>	<i>TRANSFORMATIVE CHANGE</i>
INTERNAL LEVERS			
Plans & programs	Increase emphasis on community vision/values in planning process	Enhance community engagement at all phases of planning; flag community-priority projects for incorporation into programs	Redesign the planning process with community vision at the center
Assets & right of way	Maintain assets in state of good repair; identify potential vulnerabilities to extreme weather or other risks	Incorporate resilience considerations into asset management decisions and right of way management plans	Strategically assess function of existing right of way and assets; make decisions to renew, repurpose, decommission, or relocate

PHASE 1 PRODUCTS

Vision framework and resolution adopted by AASHTO Board of Directors

- *October 2022* -

PHASE 2 PRODUCTS

Continue collaboration among state DOTs and with key thought leaders and partners through a **challenge network**

Initiate implementation of one or more **moonshots**

Refine and advance a spectrum of **individual and collective actions** for state DOTs

- *2023 and Beyond* -

Phase 2 also includes research funding for 10 state DOTs to initiate implementation of one or more moonshots

Thoughts?

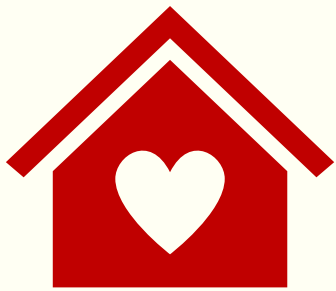
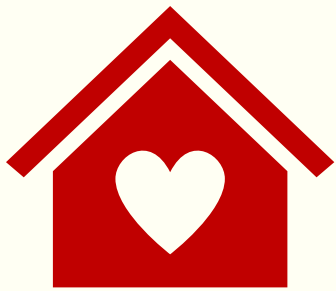
How can we use performance management to drive strategic direction and achieve our Vision?



ASSET LIMITED, INCOME CONSTRAINED,
EMPLOYED (ALICE)

“ALICE households earn just above the Federal Poverty Level but less than what it costs to make ends meet.

These struggling households are forced to make impossible choices each day. While such hardship is pervasive, households of color are disproportionately ALICE.”



ALICE HOUSEHOLDS
IN THE U.S.

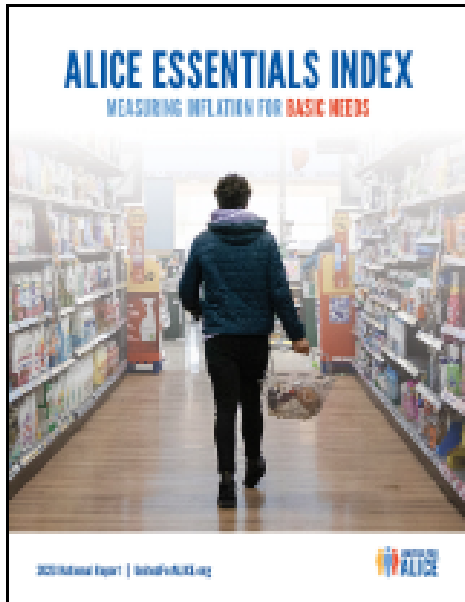
Alice Essentials Index v BLS Consumer Price Index

ALICE Essentials Index includes only essential household items: Housing, childcare, food, **transportation**, health care, and a smartphone plan.

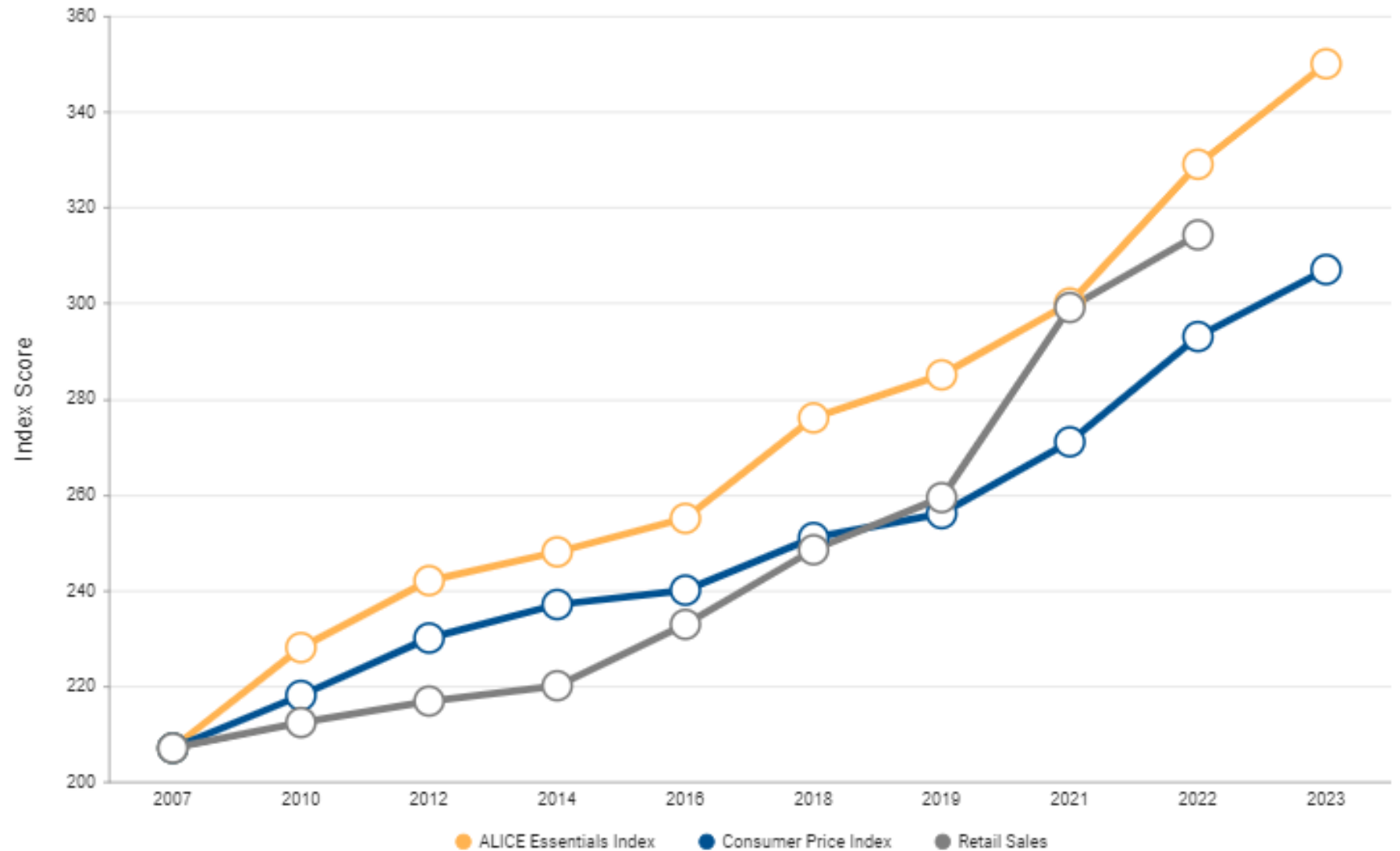
Consumer Price Index (CPI) covers a larger group of goods and services: Housing, food and beverages, transportation, medical care, apparel, recreation, education, communication services, etc.

Comparison of Inflation, ALICE Essentials Index vs. CPI and Retail Sales Wage, United States, 2007–2023

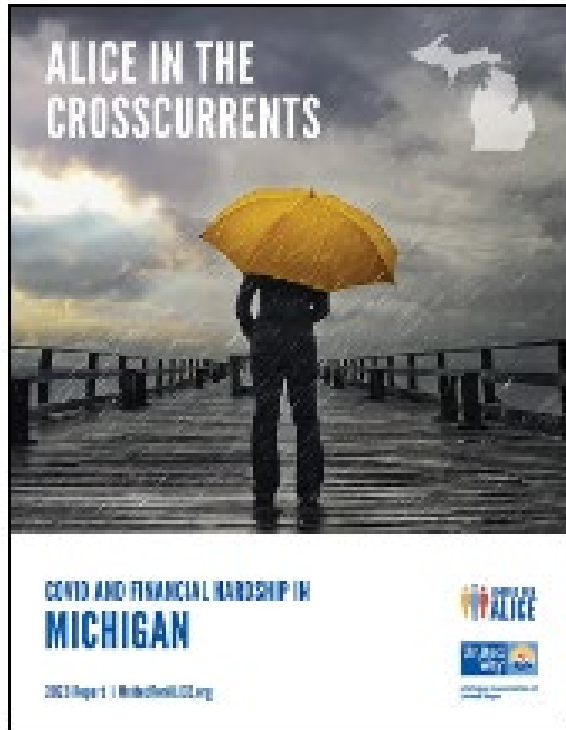
ALICE Essentials Index







2023 REPORT



Michigan



2023 Report

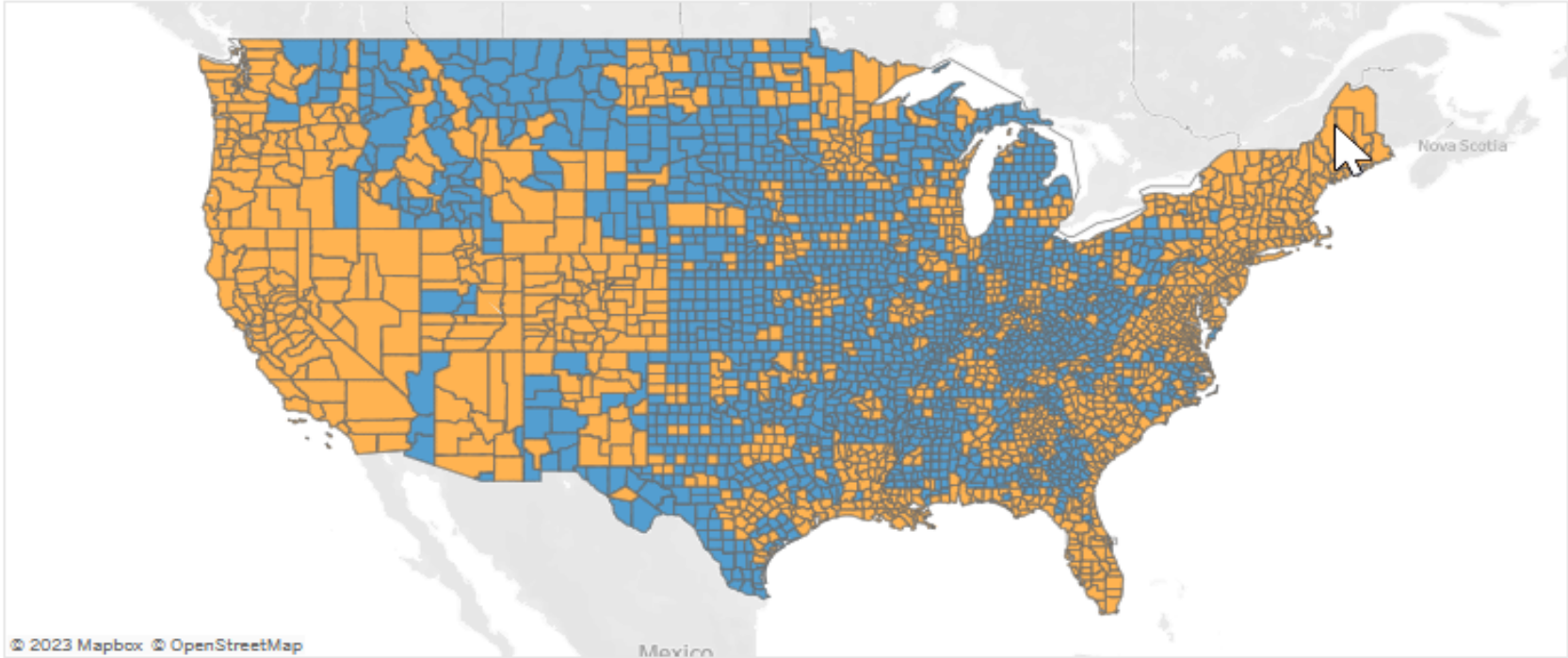
ALICE Household Survival Budget		Average Monthly Costs, Michigan, 2021	
	Description, Update, and Sources	One Adult	Family of Four
Housing 	<p>Rent: Fair Market Rent (40th percentile) for an efficiency, one-bedroom, or two-bedroom apartment (based on family size), adjusted in metro areas using the American Community Survey (ACS) – minus utilities</p> <p>Utilities: As captured by the Community Expenditure Survey (CEX)</p> <p>Update: Costs of rent and utilities are now shown separately.</p> <p>Sources: ACS metro housing costs and U.S. Department of Housing and Urban Development (rent); CEX (utilities)</p>	\$431 rent + \$154 utilities	\$532 rent + \$292 utilities \$824
Child Care 	<p>Cost for registered Family Child Care Homes for infants (0–2 years), preschool-age (3–4), and school-age children (5–12)</p> <p>Source: Michigan Department of Education, 2021</p>	\$ -	\$1,110
Food 	<p>USDA Thrifty Food Plan by age with county variation from Feeding America</p> <p>Update: A change in legislation requires the USDA Thrifty Food Plans to reflect the cost for resource-constrained households to purchase a healthy, practical diet, starting in 2021, increasing costs from prior years.</p> <p>Sources: Feeding America; U.S. Department of Agriculture (USDA)</p>	\$416	\$1,135
Transportation 	<p>Operating costs for a car (average daily miles by age, cost per mile, license, fees, and insurance), or public transportation where viable</p> <p>Update: The decline in public transportation use during the pandemic reduced the average expenditure, yet the cost for workers who had to use it to commute remained the same. To reflect this, the budget uses 2019 average CEX spending.</p> <p>Sources: AAA, Federal Highway Administration, The Zebra (car); CEX (public transportation)</p>	\$396	\$872 \$872

ALICE Wage Tool (by State and County)

Select State: (All) | Select Hourly Wage: 12 | Select Family Type: Family of 3

Family Types:
1 Adult - 1 worker
2 Adults - 2 workers
Family of 2 - 1 worker, 1 Child
Family of 3 - 2 workers, 1 Child
Family of 4 - 2 workers, 2 Children

Family of 3 on \$12 per Hour per Worker Wage Compared to Household Survival Budget, All



Survival Budget Supported in 54% of All Counties

Survival Budget Not Supported in 46% of All Counties



[CLICK TO SEE COUNTY LIST](#)

National Overview

Partner States ▶

ALICE in Focus ▶

ALICE Essentials Index

Methodology

Tools & Resources ▶

All Reports ▶

Arkansas

Iowa

Pennsylvania

Connecticut

Louisiana

Tennessee

Delaware

Maryland

Texas

District of Columbia

Michigan

Virginia

Florida

Mississippi

Washington

Hawai'i

New Jersey

West Virginia

Idaho

New York

Wisconsin

Illinois

Ohio

Indiana

Oregon

MEDIA

TRAVELBEEK@MICHIGAN.GOV

SUBJECT: Transportation Vision Links

NEXT ERA TRANSPORTATION VISION

- [NCHRP-20-24\(138\) VISION FRAMEWORK](#)
- [NCHRP 20-24 \(138\) WHITE PAPER \(Phase 1\): Collective and Individual Actions for State Departments of Transportation Envisioning and Realizing the Next Era of America's Transportation Infrastructure](#)
- [NCHRP 20-24 \(138\) TRB PROJECT SITE](#)
- [AASHTO Policy Resolution \(PR-1-22\): Development of a National Vision for the Future of Transportation and Individual and Collective Actions for State Departments of Transportation to Make Progress toward the Vision](#)

ALICE: Asset Limited, Income Constrained, Employed

- [United for Alice](#)

AASHTO

Committee on Performance-Based Management

Emerging Performance Task Force

Deanna Belden, deanna.belden@state.mn.us

Kelly Travelbee, travelbeek@michigan.gov

Questions?

