

NEW REPORT: MOST AGING BABY BOOMERS WILL FACE POOR MOBILITY OPTIONS

Fact Sheet

Baby Boomers Face Shrinking Mobility Options as They “Age in Place”

- According to the new report released by Transportation for America, *Aging in Place: Stuck without Options*, roughly four in five members of the largest ever generation of Americans, with the longest life expectancies ever, are expecting to “age in place” in suburban and exurban neighborhoods where the ability to operate a car is central to daily life.
- The report explores the question: What happens when people in this largest, oldest generation outlive their ability to drive for everything?
- By 2015, **15.5 million Americans ages 65 and older will live in communities with poor options for people who do not drive**, according to the report.

In Bay Area, Seniors Fare Better than in Other Parts of Country

- The report examines metro areas by the percentage of seniors with poor access to public transportation, now and in the coming years.
 - In the Oakland metropolitan area, 18% of seniors are projected to have poor access to public transit by the year 2015. While in the San Jose and San Francisco metropolitan areas, respectively, 16% and 12% of seniors will have poor access to public transit. The cities are ranked 4th, 2nd, and 1st in the country among their metro area size for best public transit access.
 - These data can be compared to projections for Kansas City, MO – with the worst projections in the same metropolitan area size category – where 88% of seniors are expected to have poor access to transit by 2015.
 - However, in the Bay Area as is the case in most places around the country, over time, seniors have progressively less access to transit. In Oakland, between 2000 and 2015, the percent of seniors with poor access to transit grows by 56% (versus 66% for San Jose and 62% for San Francisco).
 - In the Oakland metropolitan area, 65,304 seniors are projected to have poor access to public transit by the year 2015. While in the San Jose and San Francisco metropolitan areas, respectively, 35,316 and 34,349 seniors will have poor access to public transit.
 - The number of seniors in the Bay Area is expected to increase 35% from 2010 to 2020, according to the US Bureau of Census.

In Sacramento, a Different Story Emerges for Seniors

- In the Sacramento metropolitan area, 41% of seniors are projected to have poor access to public transit by the year 2015. Sacramento is ranked 12th in the country among its metro area size for best public transit access.
- Between 2000 and 2015, the percent of seniors with poor access to transit grows by 48%.
- In the Sacramento metropolitan area, 97,228 seniors are projected to have poor access to public transit by the year 2015.
- The number of seniors in Sacramento County is expected to increase 45% from 2010 to 2020, according to the California Department of Finance.

Aging in Places Not Designed for Older Americans

- Most older Americans will “age in place” in neighborhoods where daily activities require frequent car trips.
 - After age 55, the vast majority of Americans stay put: Only about 5 percent change residences, and fewer than 2 percent move between states.

- The baby boom generation grew up and reared their own children in communities that, for the first time in human history, were built on the assumption that everyone would be able to drive an automobile

Consequences for Older Americans with Few Travel Options

- A 2004 study found that **seniors age 65 and older who no longer drive make 15% fewer trips to the doctor**, 59% fewer trips to shop or eat out and 65% fewer trips to visit friends and family, than drivers of the same age.
- A 2008 survey by AARP found that 85% of older Americans were either extremely concerned or very concerned about rising fuel prices, leading many to look toward other forms of transportation or to reduce their travel.
- These millions of older adults will **need affordable and accessible alternatives to driving alone** in order to maintain their independence and quality of life.

In Bay Area, Bus Rapid Transit Offers Solutions for Seniors

- Bus Rapid Transit (BRT) has been proposed as a solution for fast, safe, convenient, and environmentally-friendly bus service in Oakland, San Francisco, and San Jose, among other cities around the Bay Area.
- BRT would involve dedicated lanes and "smart" traffic lights that enable the buses to move faster than regular traffic as well as transit stations, electronic ticketing, and other amenities to improve service. Satellite-tracking systems would allow transit agencies to deploy vehicles and provide real-time bus arrival and departure information with digital message boards at bus stops, online, and by phone.
- Seniors have been involved in selecting the location of the bus stops, many of which would be near senior centers.

In Bay Area, Transit Systems Suffer Losses of Funds

- According to the Bay Area Metropolitan Transportation Commission's (MTC) *Initial Financial Analysis* completed on February 11, 2011, for the Transit Sustainability Project, there is a \$17 billion capital deficit and an \$8 billion operating deficit over the next 25 years for the region's top seven public transit systems.
- The MTC's Transit Sustainability Project seeks to design, fund, and implement a flexible and affordable system in the Bay Area that more people will use for more trips.

New Report Calls for Federal Response

- According to the report by Transportation for America, *Aging in Place: Stuck without Options*, the sheer scale of the transportation challenges prompted by an aging population **requires a robust Federal response**, particularly given the fiscal constraints facing local communities.
- **During drafting of the next transportation bill, Congress has a rare opportunity** to ensure that older Americans are not stranded without adequate and affordable travel options.

New Report Proposes Solutions for Congress

- Increase dedicated funding for an array of options for seniors, including buses, trains, vanpools, paratransit and ridesharing.
- Funding for transit should continue to come from the federal motor fuel receipts deposited into the Highway Trust Fund, and public transportation should receive a fair share of any new revenues.
- Ensure that state departments of transportation retain their current authority under federal law to "flex" a portion of their highway funds for transit projects and programs. This flexibility is essential for states to respond to their unique transportation needs and avoids locking them into "one-size-fits-all" expenditure requirements.
- Includes a "Complete Streets" policy to ensure that streets and intersections around transit stops are safe and inviting for seniors.

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believe it is time for a bold new vision — transportation that guarantees our freedom to move however we choose and leads to a stronger economy, greater energy security, cleaner environment, and healthier America for all of us. We're calling for more responsible investment of our federal tax dollars to create a safer, cleaner, smarter transportation system that works for everyone. www.t4america.org

***TRANSFORM** (formerly the Transportation and Land Use Coalition) works to create world-class public transportation and walkable communities in the Bay Area and beyond. TransForm builds diverse coalitions, influences policy, and develops innovative programs to improve the lives of all people and protect the environment. TransForm has offices in Oakland, Sacramento, and San Jose. www.TransFormCA.org*