

# Wheels to Wealth

## A journey toward self-reliance

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Cascade Policy Institute

TPAC presentation

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# Car-ownership: an overlooked empowering 'tool'

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- There are 160+ car-ownership programs in US catering specifically to low-income population-  
*MFS' Ways to Work* in Portland.
  
- Numerous policy study have concluded that owning a car by low-income households:
  1. Increases hours worked
  2. Increases earnings
  3. Reduces dependence on public assistance

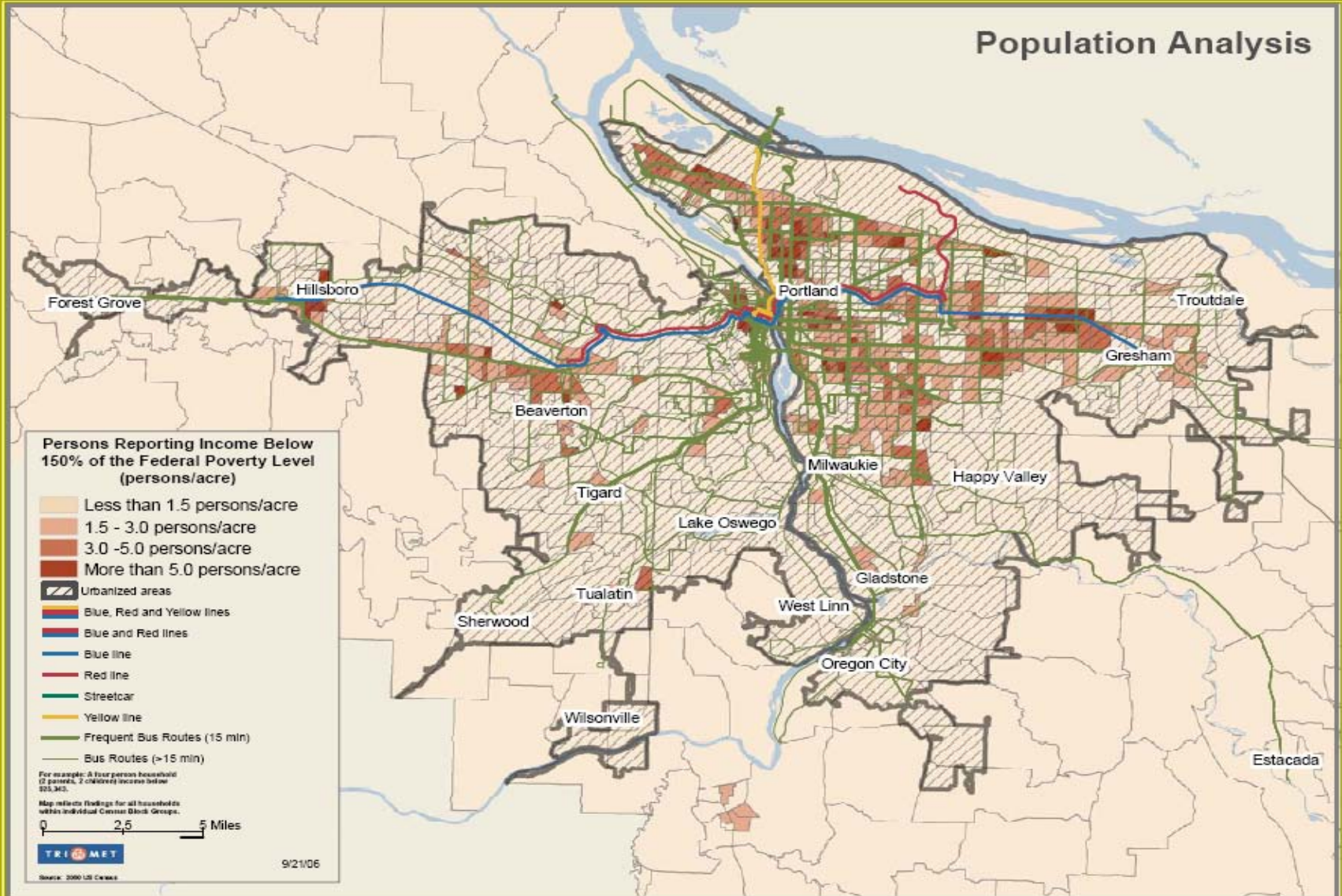
## Car-ownership: a 'transformative' asset

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The asset-building movement for the poor in Oregon has advocated for bills in favor of creating Individual Development Account (IDA). This year HB 2094 (an update of the OR-IDA statute) has included 'cars' within the category of "equipment, technology, and specialized training".

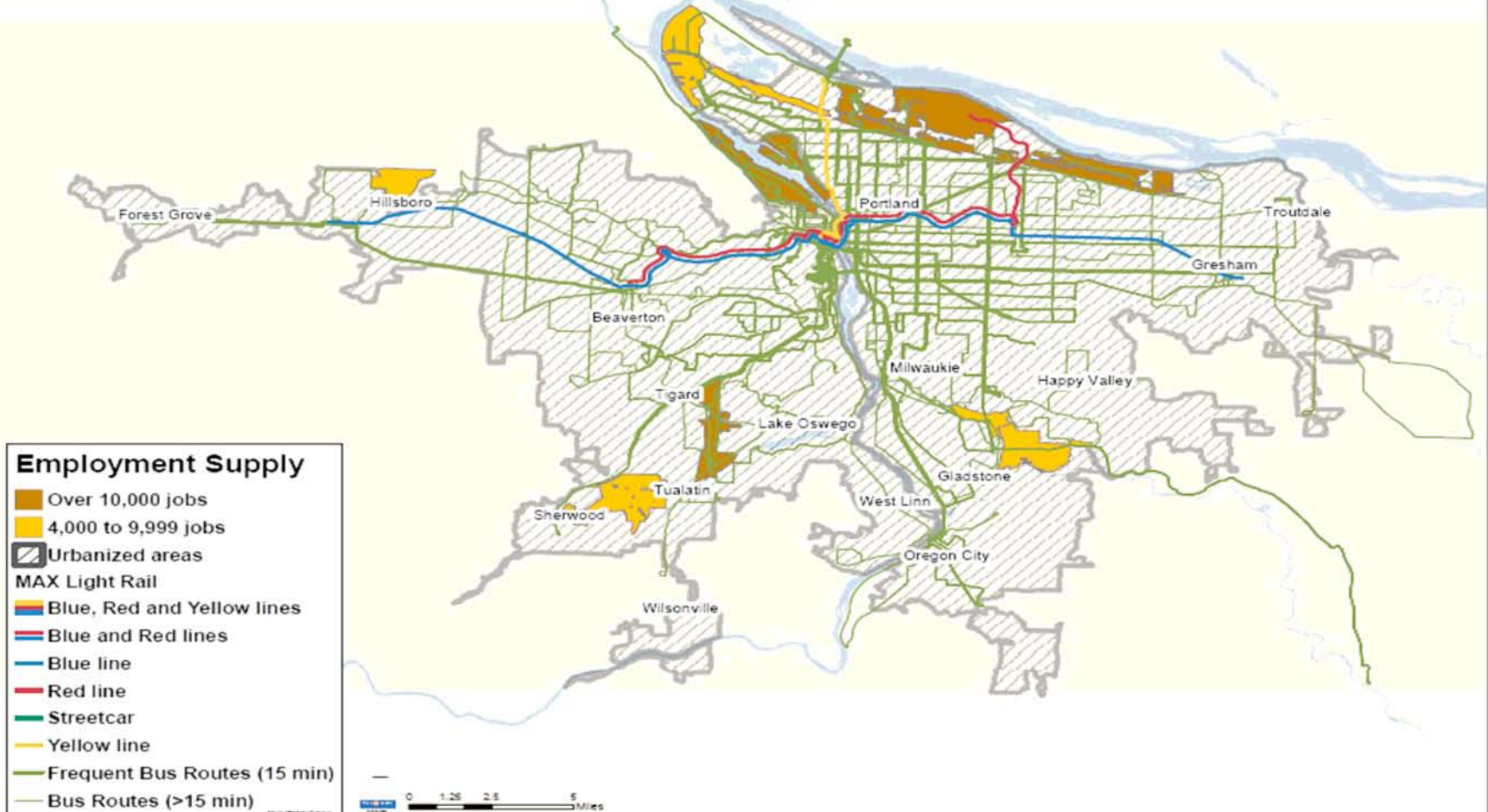
# Where are the Low-Income workers in Portland?

## Population Analysis



# Where are the low-skilled jobs in Portland?

## Employment Analysis





# Wheels to Wealth proposal

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- ◻ Overcoming the mental block that transit and car-ownership cannot work together.
- ◻ Creating a forum of agencies representing low-income population (state agencies, nonprofits, policy analysts, policy makers) to investigate the transportation needs of this group.
- ◻ Scrutinize low-performing bus routes: reason for low-ridership, who are the riders?, what are their needs?



# The main idea

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**Using a part of the saving that come from cancellation of lowest-performing bus routes to create a revolving loan fund to help finance car-ownership among low-income workers in the Tri-county area.**

# Host organizations running car-ownership programs

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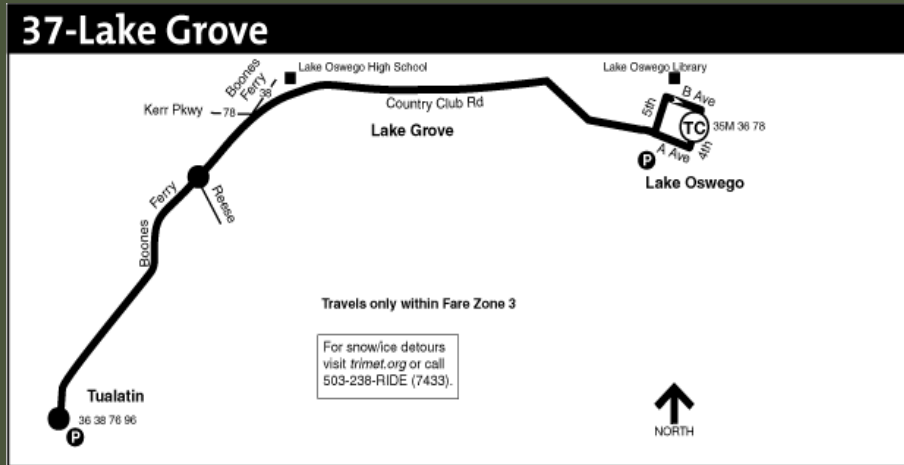
## ▣ Host organizations



1. Service provider orgs.
2. Faith-based orgs.
3. Employment agencies
4. Universities/Training agencies
5. Auto-repair garages/  
car dealers
6. Government agencies

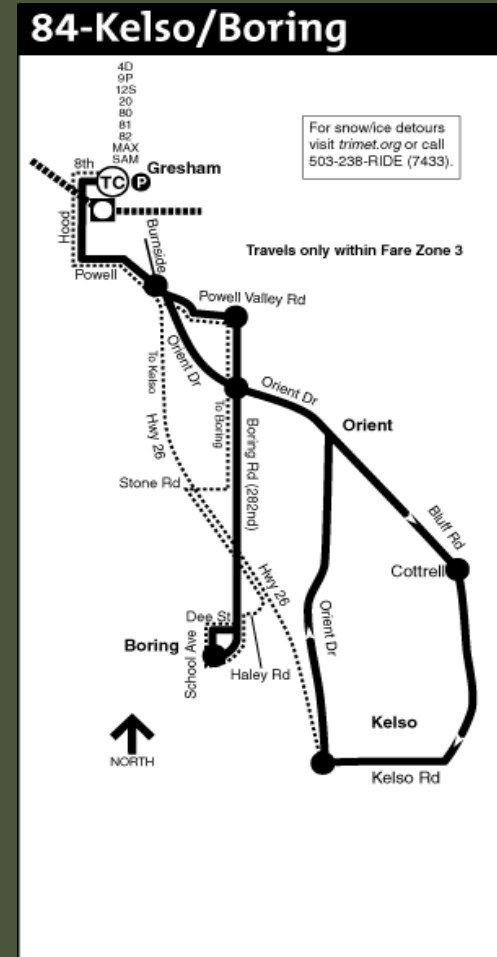


# Taking a look at the routes



37 covers an area that has low-skilled jobs

84 covers a rural stretch between Kelso & Boring near Mt. Hood



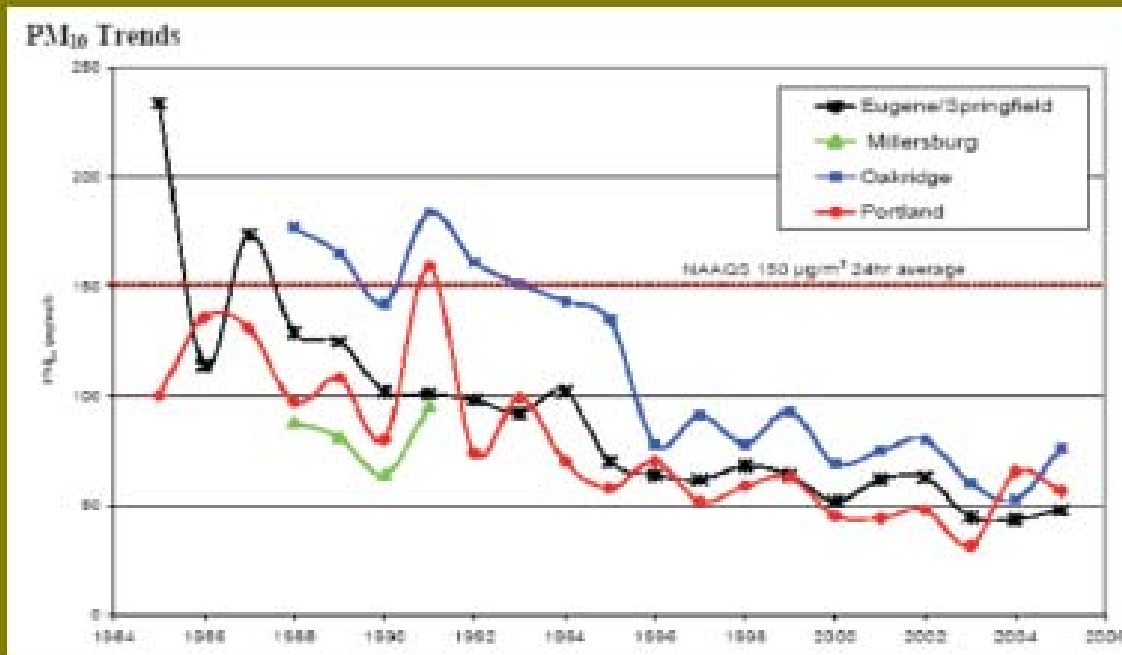
## Benefits for all

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- ❑ The growing no. of “working poor” in Portland are well-integrated in the Tri-county transit system.
- ❑ Increase in TriMet ridership: maximum utilization of existing services
- ❑ More saving for TriMet: cancellation of expensive routes.
- ❑ Reinvestment in parts of the district where customer demand is greater.

# Pollution concerns

## PM10 trend for NW Oregon cities using the second highest 24hr average



The used cars in low-income car ownership programs are not older than 5 years. They are also well checked and insured.

# Energy Concerns

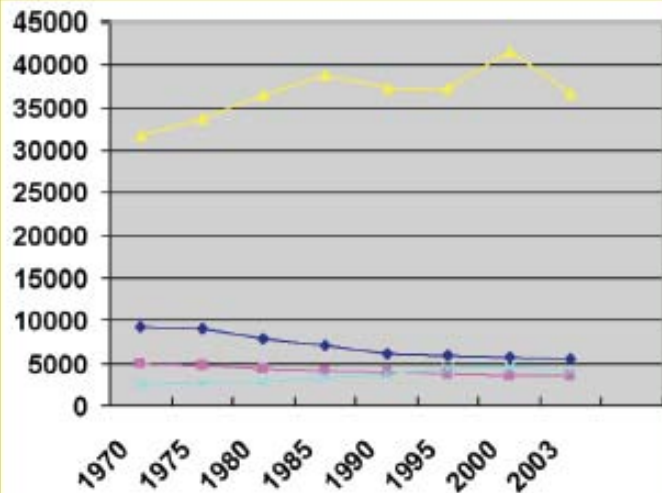


Table 2.11  
Energy Intensities of Highway Passenger Modes, 1970–2003

Year	Cars			Buses		
	(Btu per vehicle-mile)	(Btu per passenger-mile)	Light truck <sup>a</sup> (Btu per vehicle-mile)	Transit <sup>b</sup>		Intercity (Btu per passenger-mile)
				(Btu per vehicle-mile)	(Btu per passenger-mile)	
1970	9,250	4,868	12,479	31,796	2,472	1,674
1975	8,993	4,733	11,879	33,748	2,814	988
1976	9,113	4,796	11,523	34,598	2,896	1,007
1977	8,950	4,710	11,160	35,120	2,889	970
1978	8,839	4,693	10,807	36,603	2,883	976
1979	8,647	4,632	10,467	36,597	2,795	1,028
1980	7,916	4,279	10,224	36,553	2,813	1,082
1981	7,670	4,184	9,997	37,745	3,027	1,051
1982	7,465	4,109	9,268	38,766	3,237	1,172
1983	7,365	4,092	9,124	37,962	3,177	1,286
1984	7,202	4,066	8,931	38,705	3,307	954
1985	7,164	4,110	8,730	38,876	3,423	964
1986	7,194	4,197	8,560	37,889	3,545	870
1987	6,959	4,128	8,359	36,247	3,594	940
1988	6,683	4,033	8,119	36,673	3,706	963
1989	6,589	4,046	7,746	36,754	3,732	964
1990	6,169	3,856	7,746	37,374	3,794	962
1991	5,912	3,695	7,351	37,732	3,877	963
1992	5,956	3,723	7,239	40,243	4,310	964
1993	6,087	3,804	7,182	39,043	4,262	962
1994	6,024	3,765	7,212	37,313	4,268	964
1995	5,902	3,689	7,208	37,277	4,310	964
1996	5,874	3,683	7,247	37,450	4,340	963
1997	5,797	3,646	7,251	38,832	4,431	963
1998	5,767	3,638	7,258	41,182	4,387	963
1999	5,821	3,684	7,324	40,460	4,332	964
2000	5,687	3,611	7,154	41,548	4,515	932
2001	5,626	3,583	7,074	38,341	4,125	†
2002	5,662	3,607	7,117	37,492	4,127	†
2003	5,572	3,549	7,004	36,628	4,160	†
Average annual percentage change						
1970–2003	-1.5%	-1.0%	-1.7%	0.4%	1.6%	†
1993–2003	-0.9%	-0.7%	-0.3%	-0.6%	-0.2%	†

Source:  
See Appendix A for Highway Passenger Mode Energy Intensities.

<sup>a</sup> All two-axle, four-tire trucks.  
<sup>b</sup> Series not continuous between 1983 and 1984 because of a change in data source by the American Public Transit Association (APTA).  
<sup>c</sup> 2001 data are not yet available.

# Pioneering a brand new idea

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- ❑ Oregon would be the first state to implement this public-private initiative.
- ❑ Oregon is the only state with a policy research institute working in the field of low-income car-ownership (LICO).
- ❑ The 'much needed' incentive to low-income population in Portland to use public transit.
- ❑ A flexible and sustainable revolving car loan fund.



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