

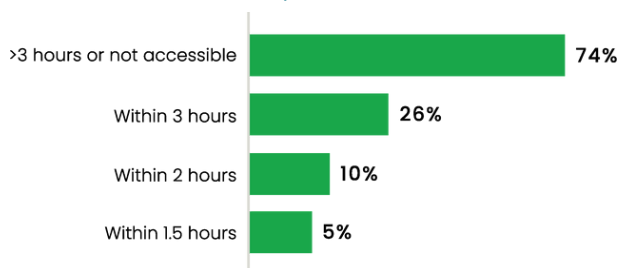


**Unreliable transportation limits access to employment and training opportunities**

Only 3 in 100 people experiencing poverty live near public transit that runs every 15 minutes. Memphis' low population density makes reliable private transportation necessary to access workforce services and living-wage employers.

**Percent of jobs in Memphis accessible by public transit**

Round-trip travel times



**74 percent of jobs in Memphis are not accessible via public transit within a 3-hour round trip**



**Memphis ranks nearly last** (41 of 42) among large urban areas for transit use per capita, with only 2 percent of Memphians taking transit to work



**170,000 fewer people** live within the City of Memphis boundaries compared to 1970



**Only 1 percent of Memphis' neighborhoods** are considered location efficient, i.e., compact, close to jobs and services, and with a variety of transportation choices



Just 3 percent of Memphians experiencing poverty (4,000 people) **live near bus services** that run at least every 15 minutes



Over half of Memphis Area Transit Authority riders live in households **without access to an automobile**, while 1 in 4 live in households with access to only one vehicle

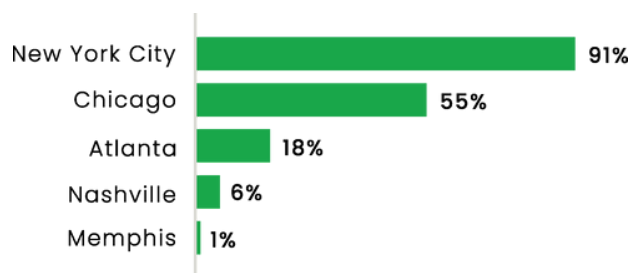


Memphians experiencing poverty work closer to home, with an **average travel time to work** that is 60 percent less than those who live above a living wage



Average annual transportation costs per household in Memphis are \$12,688, **nearly 75 percent more than in New York City**

**Percent of neighborhoods that are considered location efficient for transportation**



GROWING RELATIONAL AND OCCUPATIONAL WEALTH IN WEST TENNESSEE HOUSEHOLDS

**“Public transportation is unreliable in Memphis and nonexistent outside Memphis. General car maintenance, as well as car repairs, make it difficult to keep reliable personal transportation as an option for families.”**

- Focus group with nonprofit employees