

# Transportation Funding Choices, Safety Outcomes, and Opportunities in Communities

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# Municipal Composition & Efficiency

- 77% of US roads are owned by local governments (*Federal Highway Administration, 2018*)
- Municipal roadways have increased safety challenges as small governments:
  - lack financial resources (*Brown, 1980; Landes, 2009*)
  - are more likely to reduce expenditures than create revenue (*MacManus and Pammer, 1990*)
  - require more mobility options on a smaller budget



# Municipal Highway Expenditures in Massachusetts

## Municipalities in Massachusetts with:

- Higher poverty levels
- Lower percentage of an aging population
- More remotely located
- Lower in population size

have a lower expenditure rate per local mile. **These translate to disproportionate crash risk and costs.**



# Safety and Economic Costs

## NHTSA Estimate

- \$340 billion annual economic cost of motor vehicle crashes in the US per year

## Family and Household Impacts

- Medical bills, lost wages, higher insurance premiums
- Long-term disability and reduced quality of life

## Community Impacts

- Lost productivity and tax revenue
- Reduced attractiveness for business investment
- Higher public health and emergency response costs

**Investing in roadway safety is investing in economic vitality**

# Women's Mobility & the Economy: ROI Example



**Lack of transport** has been identified as the **greatest challenge** to **female labor force participation** in developing countries.

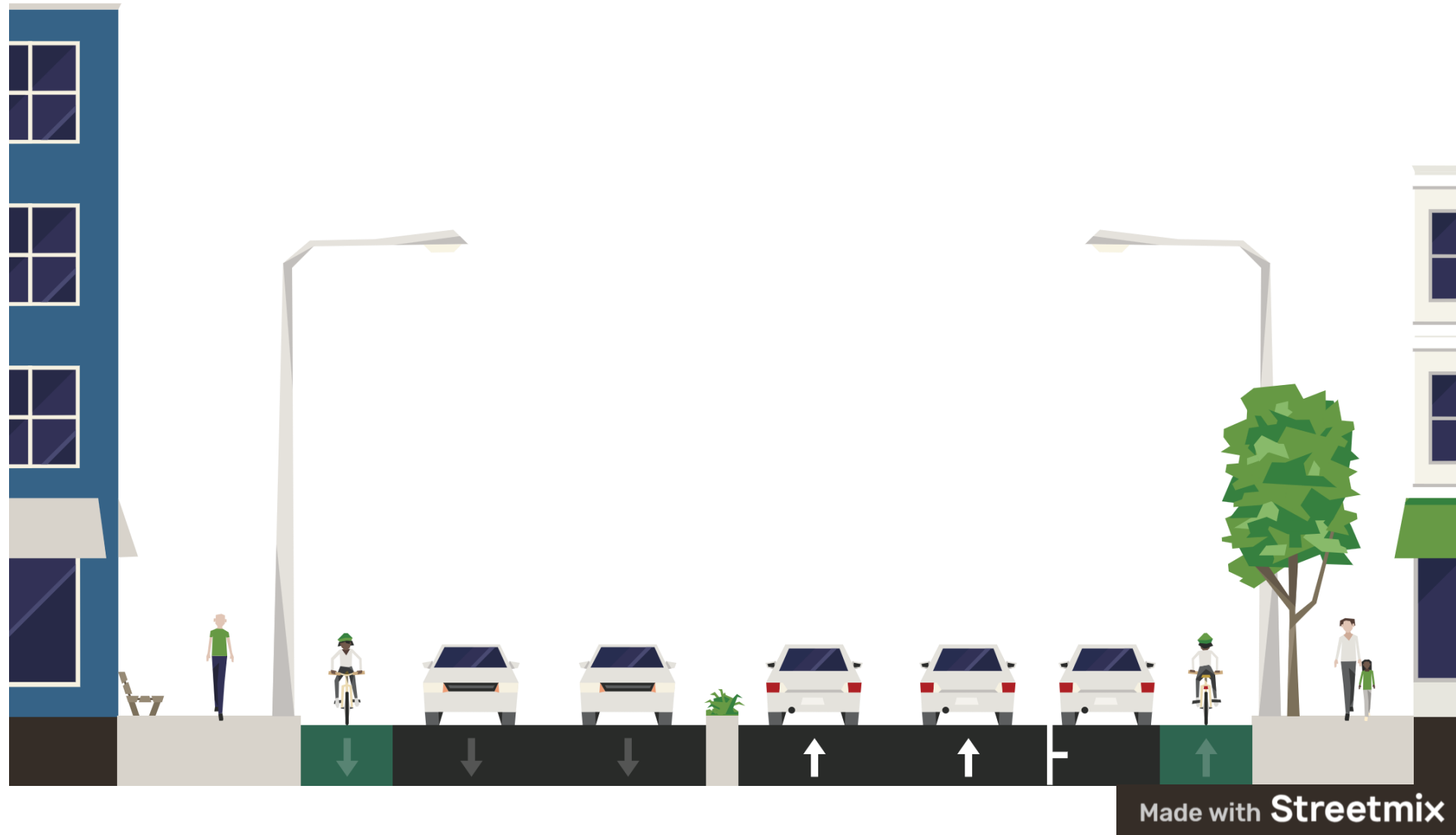
*This **reduces** the probability of **female participation** in the labor force by approximately **16.5%**.*



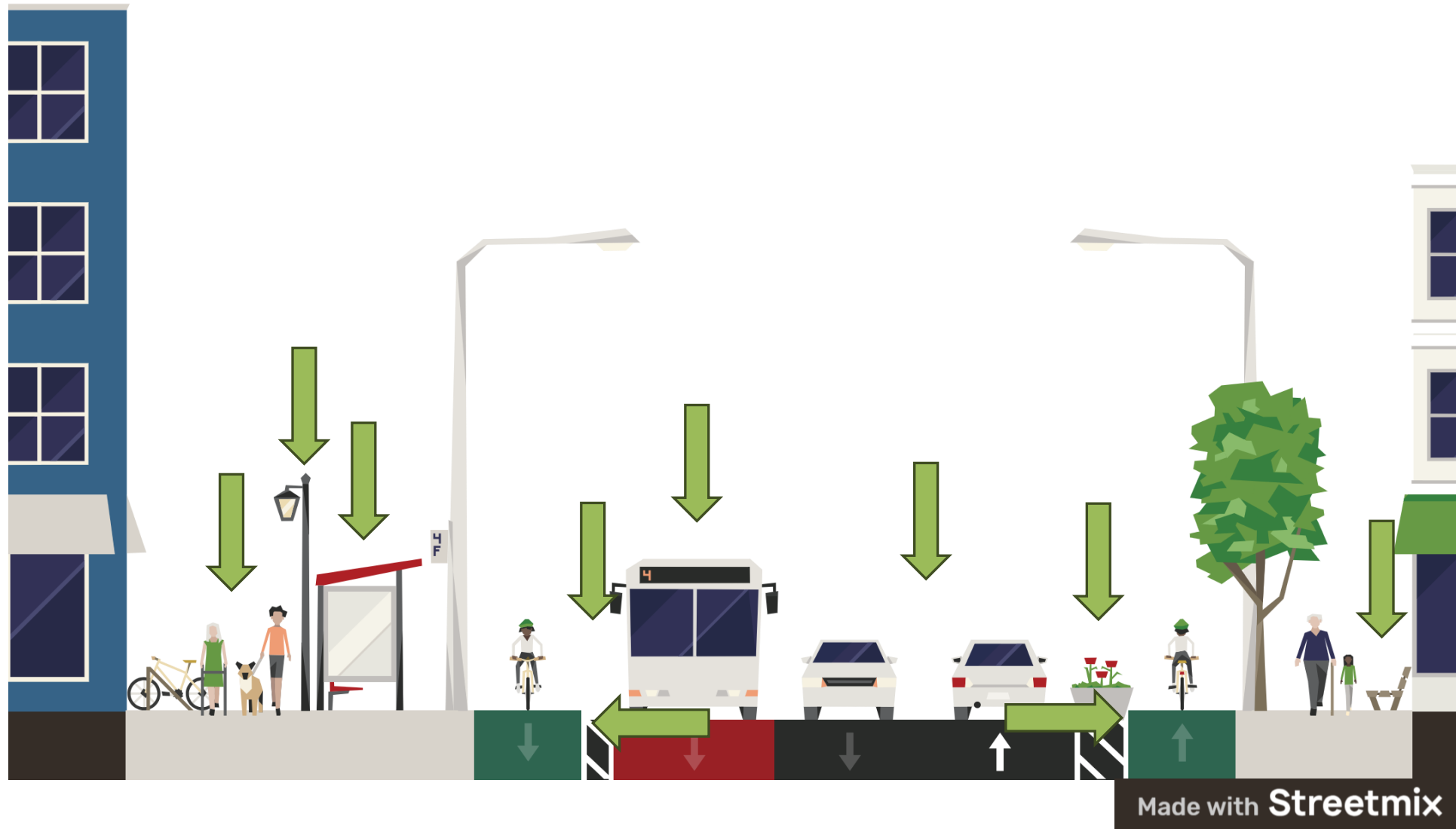
If **men** would travel as **women** already do today, **emissions** would be **reduced by 18%**.



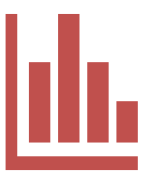
In the UK, the design of railway stations in a **gender-responsive and inclusive way** resulted in a **return on investment of 2.4:1**.



*Infrastructure for Safe, Inclusive, Economic Development*



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## Qualitative data

Surveys

Focus groups

Interviews

Workshops

Online data (e.g., social media)



## Quantitative data

Surveys

Unobtrusive video recordings (e.g., transit stations)

Field observations

Census data

Health outcome data (e.g., emergency medical services)

Crash data

Ride hailing data

Transit data

Administrative data

# What are the needs of your community?





# What can you do?



Attend and participate in local meetings regarding transportation decisions



Advocate for safe streets which increase walkability and access, which benefits safety, small businesses, and tax revenue.

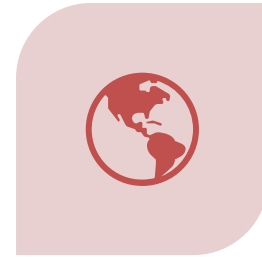


Have conversations with the right stakeholders and businesses who can make safety and economic transportation decisions

# Thank you



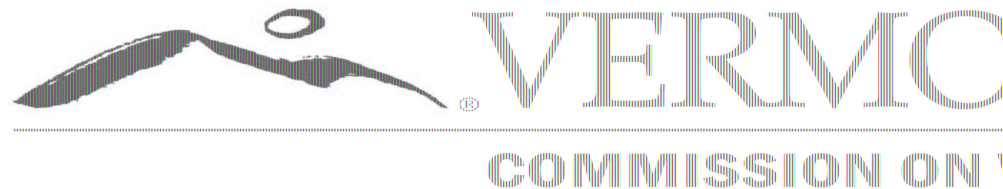
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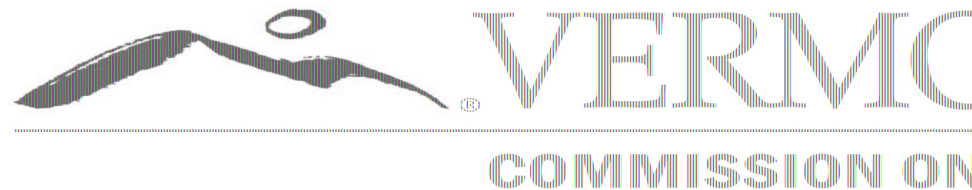
# Women's Economic Security in Vermont

Resilient Vermont Conference  
Norwich University  
Commissioner Esther Charlestin  
Chair — Vermont Commission on Women



# Why women's economic security matters?

Stronger families  
Stronger workforce  
Stronger economy



# What's working

- Act 76 implementation
- Pay-equity reviews, publishing salary ranges
- Career sector pathways
- Cross-sector collaboration

# Key Barriers

- Child care access, affordability
- Early-educator wages/benefits
- Housing costs and transportation gaps
- Pay inequity, occupational segregation
- Career interruptions due to caregiving
- Limited access to capital for women-owned businesses
- Lack of paid leave policies that support parents, caregivers, and older workers

# Opportunities & Strategies

- Fully fund and track Act 76 outcomes
- Advance pay equity
- Protect and preserve vital safety net programs like SNAP and Medicaid, sustaining 1 in 10 VT households

# Building for the Future

- Expand training & pathways for women in green jobs- such as manufacturing & construction
- Invest in programs like Vermont Works for Women
- Adapt safety nets and retraining systems to climate disruption & AI shifts
- Ensure resilience strategies don't leave women behind



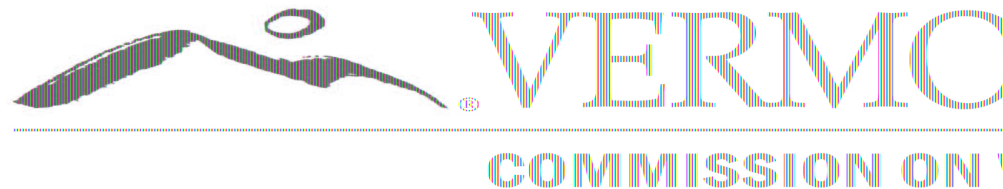
# Share Your Story

Share lived experience with the Vermont Commission on Women to inform policy advice!

Website - [women.vermont.gov](http://women.vermont.gov)

Social - [vtwomen](#)

Email - subscribe to our newsletter



# Sources

- Institute for Women's Policy Research (2023): Analysis of Pennsylvania Paid Leave Proposal
- Rossin-Slater, Ruhm & Waldfogel (2013): California Paid Family Leave and Labor Market Outcomes
- USDA (2024): SNAP Household Participation, Vermont Data
- Vermont Agency of Human Services (2025): Medicaid & CHIP Enrollment Snapshot
- Vermont Works for Women (2024): Green Jobs & Gender Equity Report



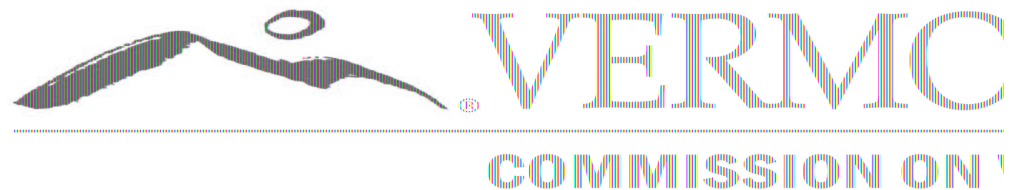
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# Why Paid Leave Matters

- Bridges the gap from childbirth to child care
- Supports caregivers of spouses or aging parents
- Increases women's workforce retention and lifetime earnings
- Strengthens household food security and economic stability
- Evidence:
  - Pennsylvania proposal: \$379M net benefits; 18:1 return
  - California: 7% fewer women left jobs when spouses hospitalized

Paid leave helps families stay financially stable, keeps more people working, and actually saves the state money in the long run.



# Vermont Age Distribution from 2000

At the turn of the century, Vermont had a high proportion of prime working-age adults relative to the number of children and elderly. There were significantly more children compared to today.

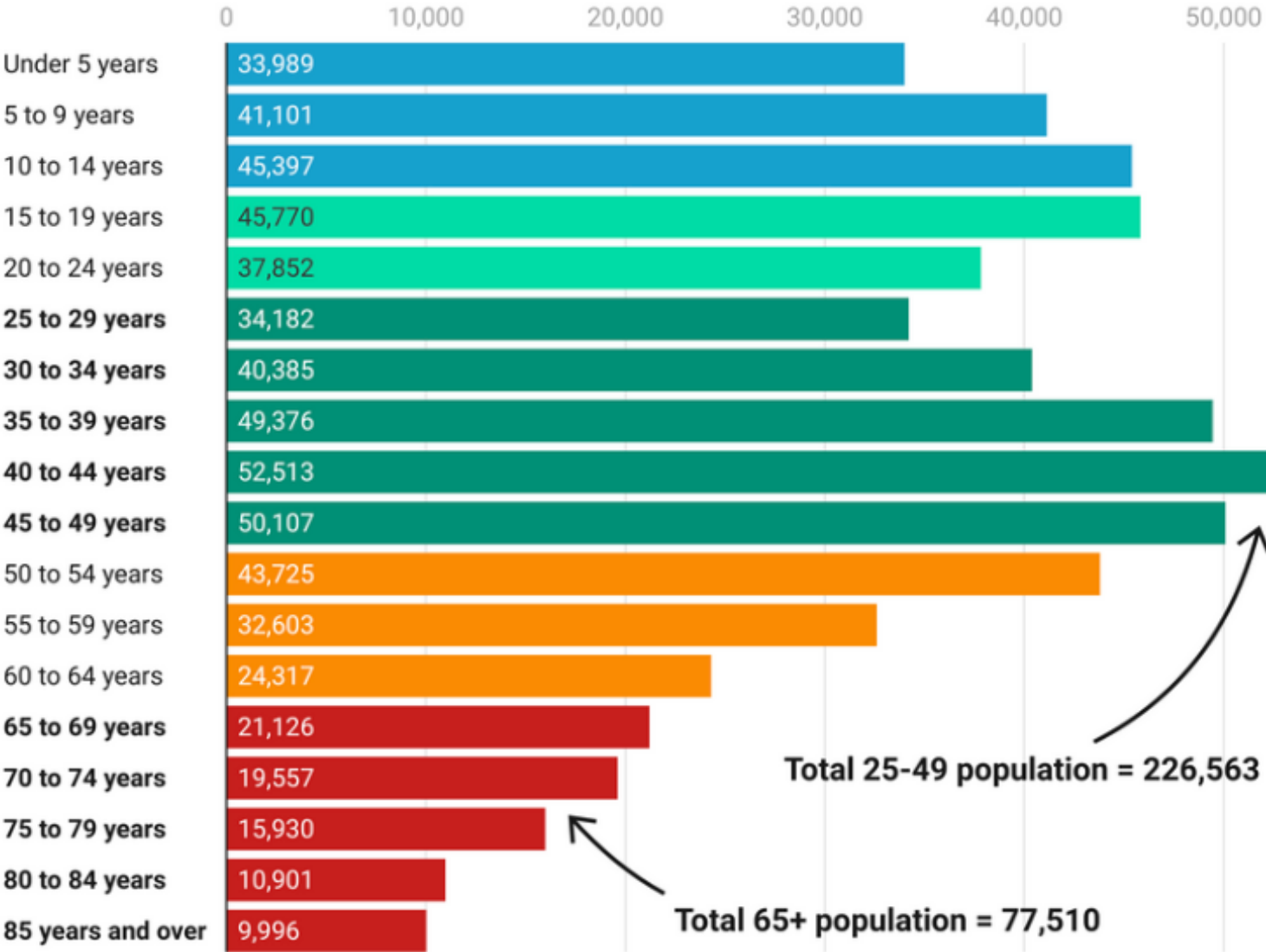


Chart: Vermont Futures Project • Source: US Census Bureau • Created with Datawrapper

# Vermont Age Distribution from 2023

Today, Vermont's prime working-age population is much smaller relative to the number of children and elderly. The fertility rate is too low to grow the future workforce and tax base.

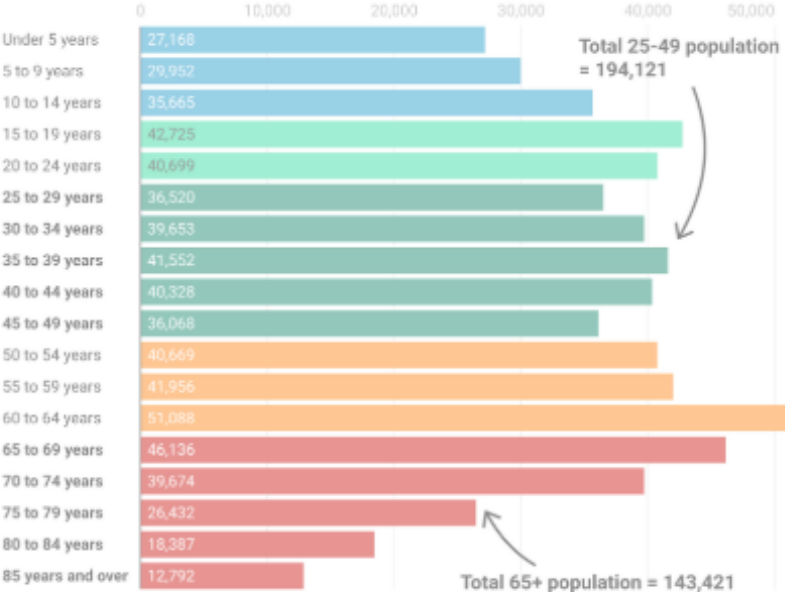


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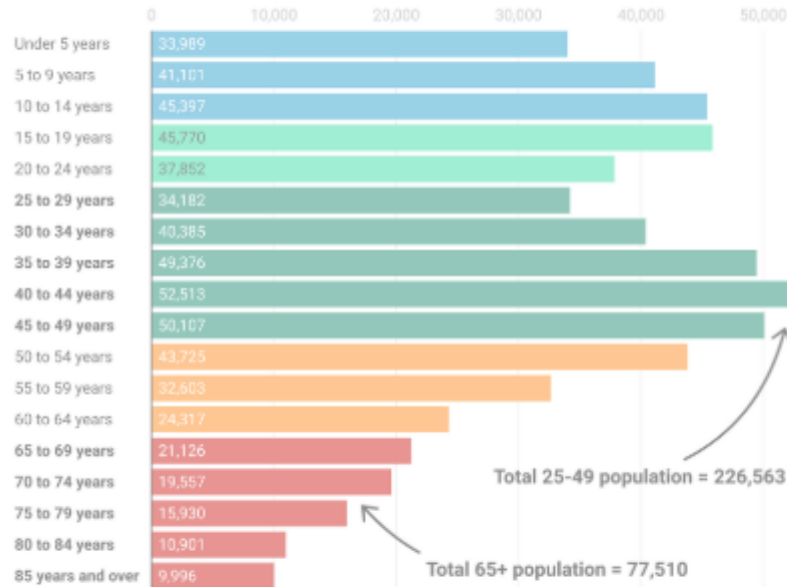


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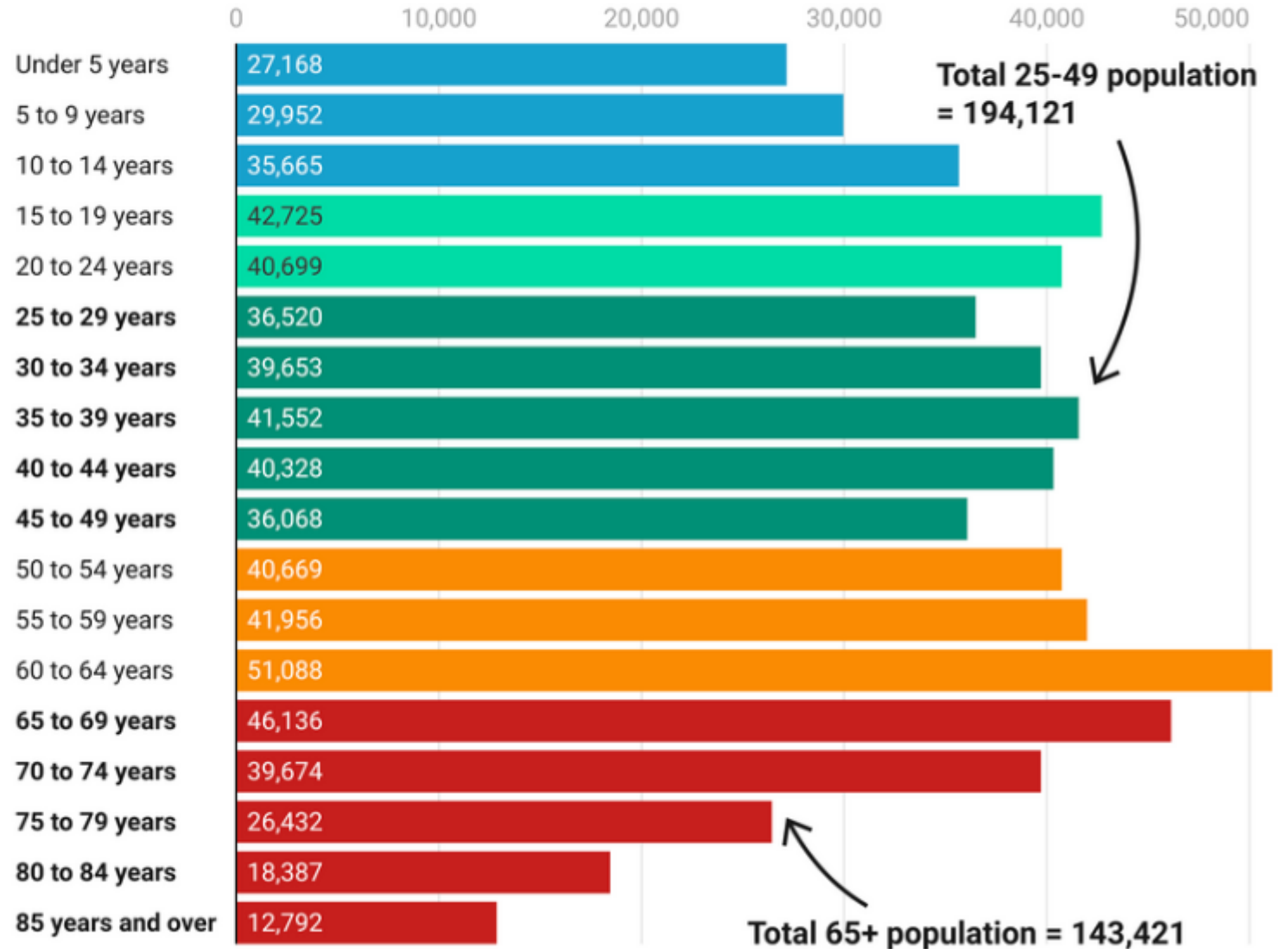
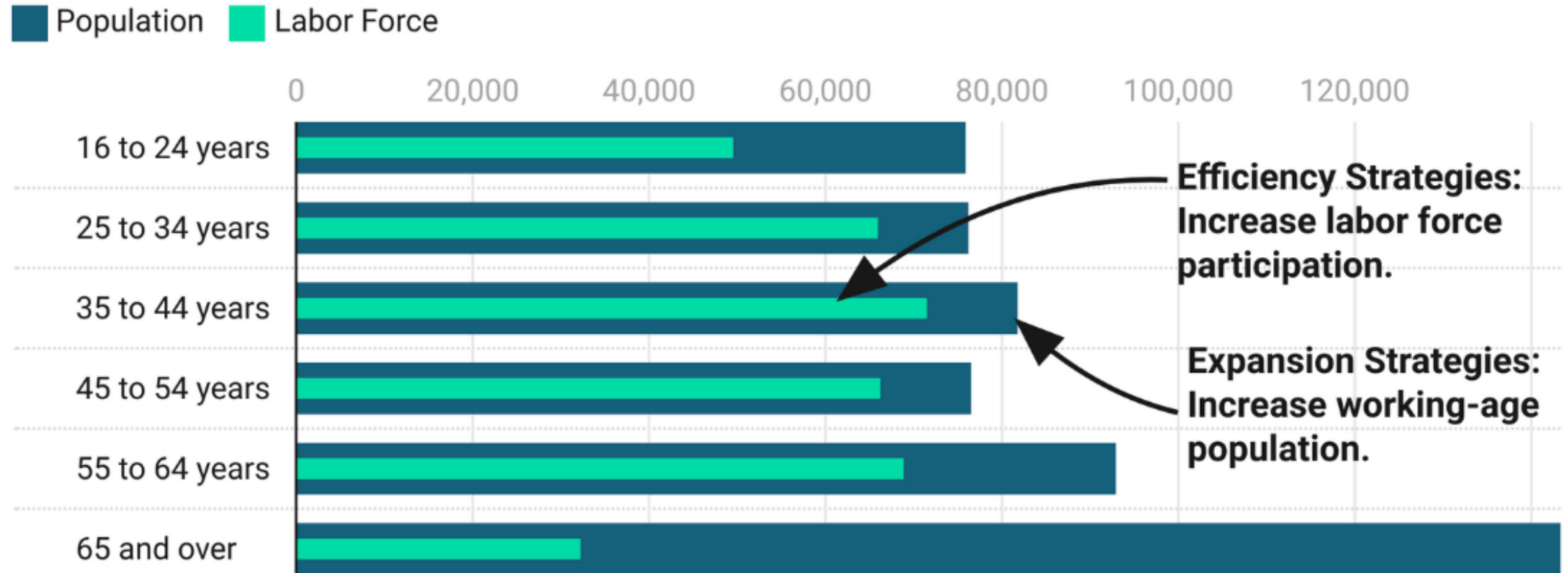


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# 2023 Vermont Labor Force and Population by Age

Most prime working-age Vermonters are in the labor force. Reducing barriers or increasing incentives to work can get some people back into the labor force, but intentional long-term efforts to grow the working-age population are also needed to close the workforce gap.



*Prime working-age adults are defined as people between the ages of 25 and 54.*

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