<table>
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<th><strong>Project Title</strong></th>
<th>Understanding Transportation Related Infrastructure Access in 52 major US cities</th>
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<tr>
<td><strong>University</strong></td>
<td>University of Texas at Austin</td>
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<tr>
<td><strong>Principal Investigator</strong></td>
<td>Junfeng Jiao</td>
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<td><strong>PI Contact Information</strong></td>
<td><a href="mailto:jiao@austin.utexas.edu">jiao@austin.utexas.edu</a></td>
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| **Funding Source(s) and Amounts Provided** (by each agency or organization) | U.S. Department of Transportation: $50,331.82  
University of Texas at Austin: $25,165.91 |
| **Total Project Cost** | $75,497.73                                                                     |
| **Agency ID or Contract Number** | UTDOT Grant number: 69A3551747135                                               |
| **Start and End Dates** | 9/1/2017 – 2/28/2019                                                            |
| **Brief Description of Research Project** | U.S. Metropolitan planning organizations (MPOs) and other planning and transit authorities are limited, politically and financially, to their local areas. This leads to information gaps and a lack of collective data that is needed to guide regional planning decisions. This project addresses this gap in information and provides a standard framework for measuring transit supply and demand at the megaregional scale. |
| **Describe Implementation of Research Outcomes** (or why not implemented) | Following items were produced as outcome of this project:  
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https://www.statesman.com/article/20171031/NEWS/310319802  
https://doi.org/10.1177/0739456X19862854  
https://doi.org/10.1080/17549175.2018.1562488 |
| Impacts/Benefits of Implementation   | This study specifically contributes to megaregional transportation research by providing a theoretical and methodological framework that can be used to assess transportation infrastructure demands. The methods developed in this study represent a significant step forward for transit desert research. These methods can be easily extended to megaregional areas and serve as a valuable tool for megaregional transportation planning. |
| Web Links   | www.transitdeserts.org  
www.transitdeserts.com  
www.transitdeserts.net  
8. https://doi.org/10.1177/0739456X19862854  