



New Partners for Smart Growth
Jobs, TOD, and Sustainable
Communities
"Linking Jobs, Housing, and Transportation"
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The work trip is critical to transit ridership

By a wide margin, the largest group of transit trips are commute trips



Transit Trip Purpose	% Of Trips
Work	59.2
School	10.6
Social/ Recreational	15.3
Personal	9.3
Other	5.7

Source: 2007 APTA Transit Factbook

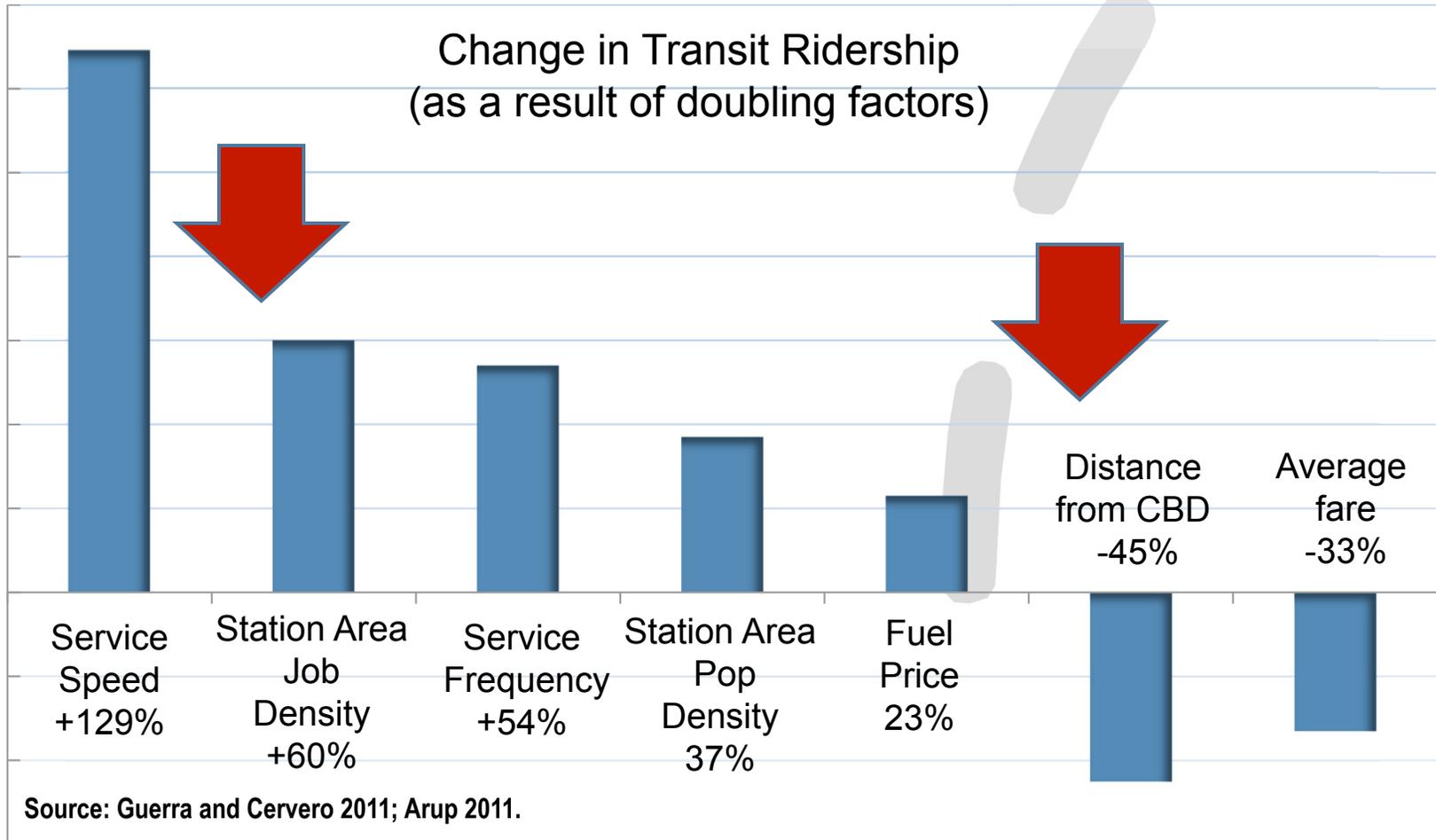
The impact of the commute goes beyond its share of total travel



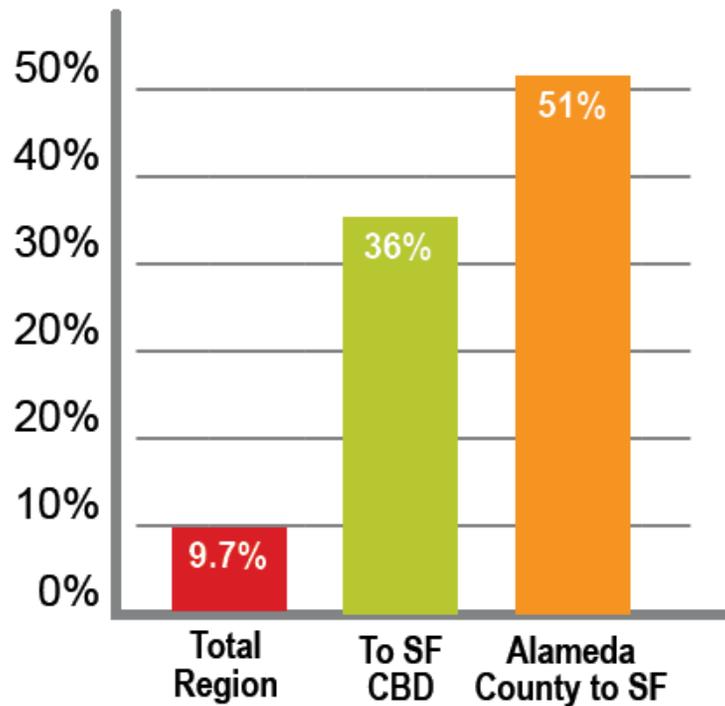
VS.



Density and distance from job centers are central to ridership



This relationship is stronger in transit corridors that connect dense job centers



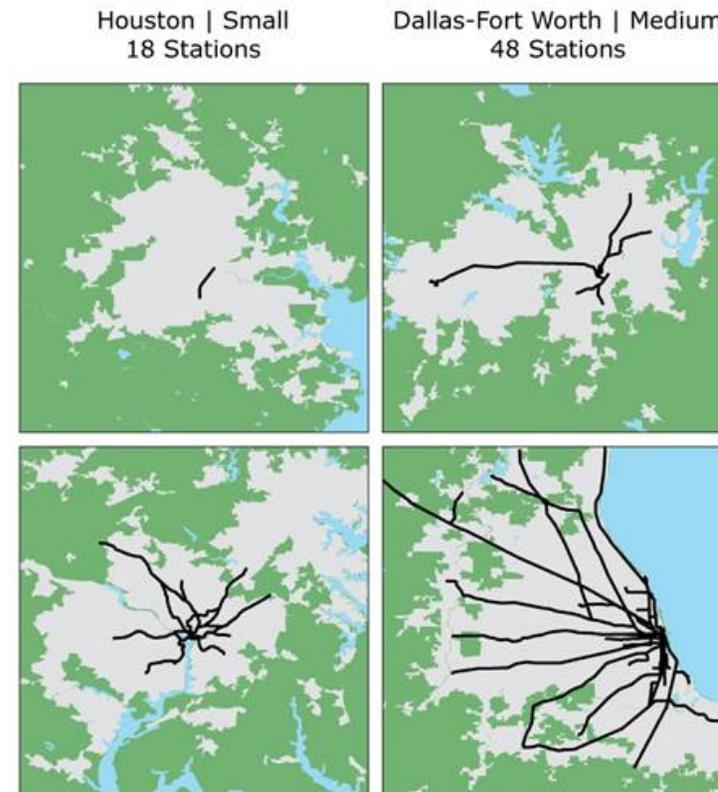
Source: *Commuting in America III*



How many and what types of jobs are near transit today?

- **CTOD database: 34 transit regions sorted by size.**
- **LED data 2002-2008**
- **Findings**
 - **14 million jobs near transit in 2008**
 - **23 percent of jobs are near transit**

Four Transit Systems Shown at the Same Geographic Scale



Washington D.C. | Large
127 Stations

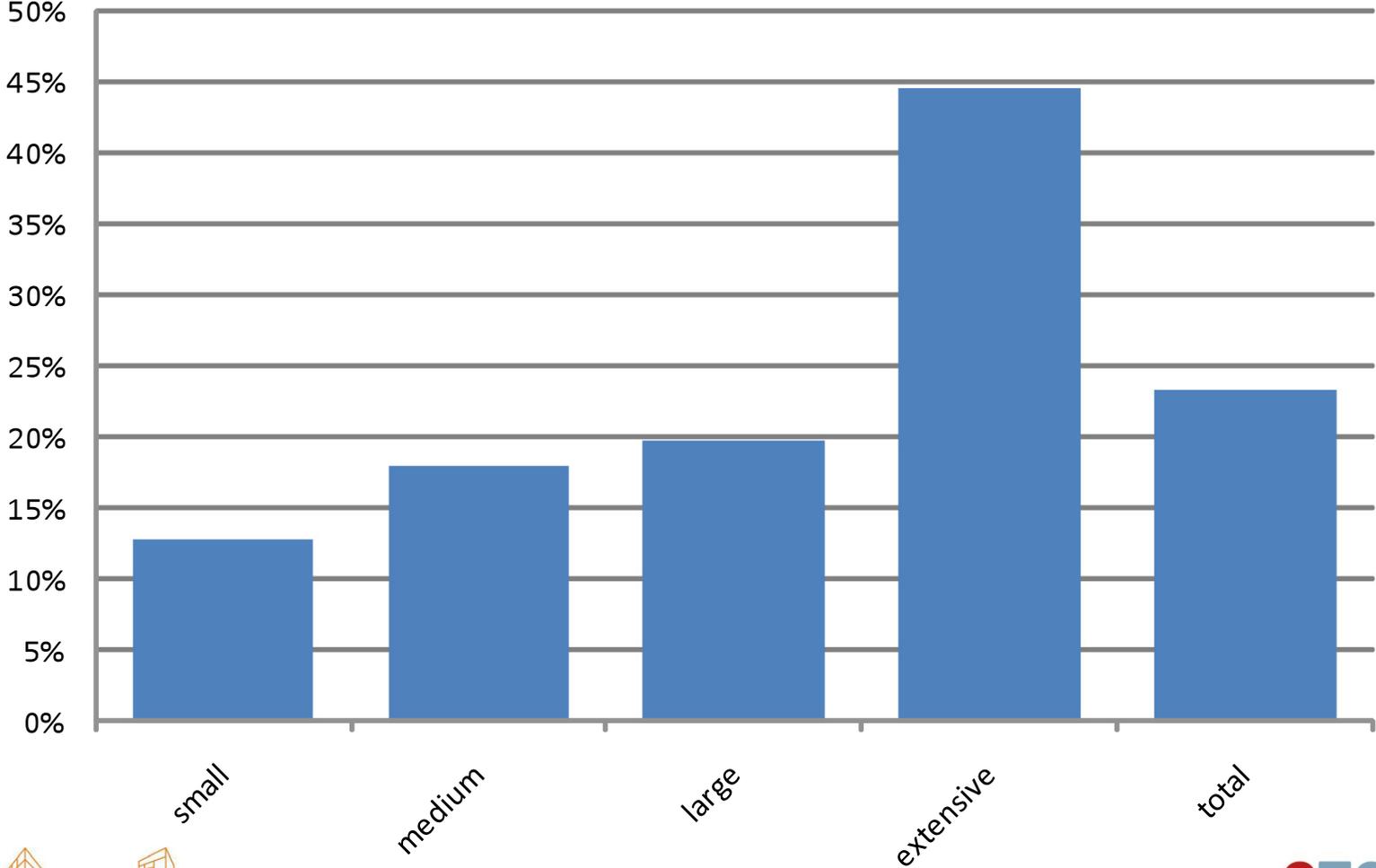
Chicago | Extensive
401 Stations

0 10 20 30
Miles

— Rail Line
— Urban Area

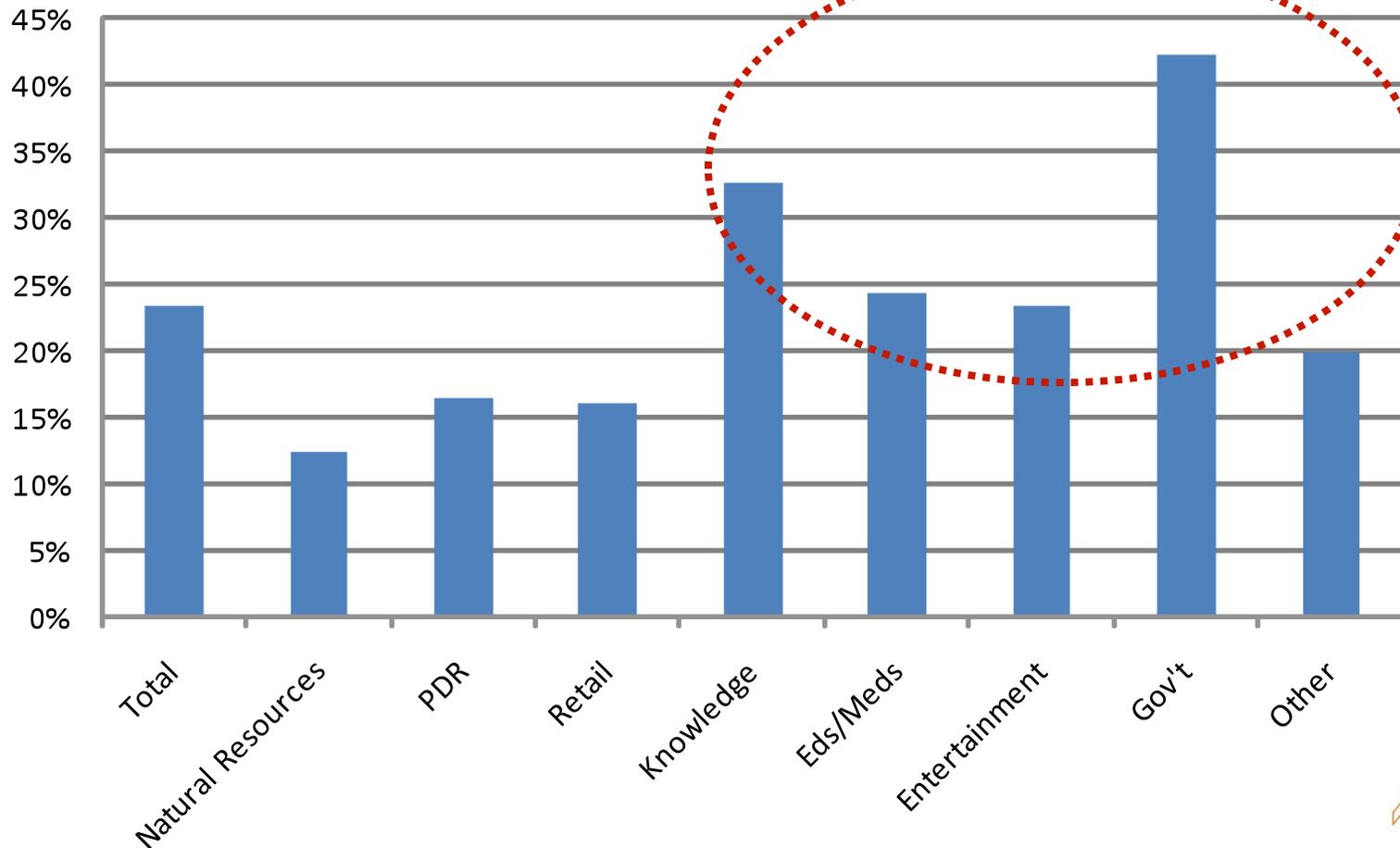
Share of jobs captured near transit depends on the system's size....

Transit Zone Capture Rate by System Size, 2008



....And some sectors are more likely to be near transit than others

Transit Zone Capture Rate by Sector Group, 2008

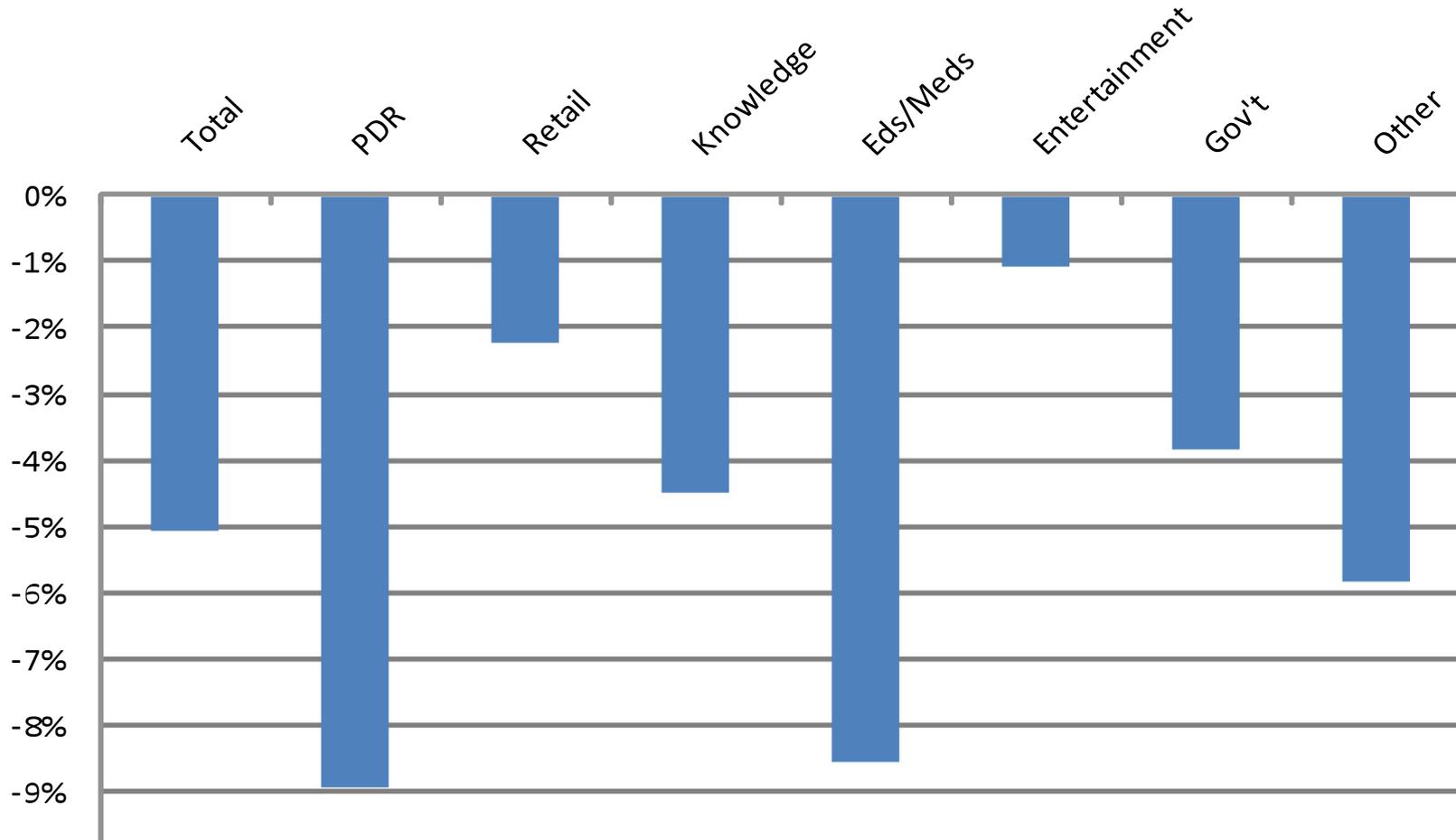


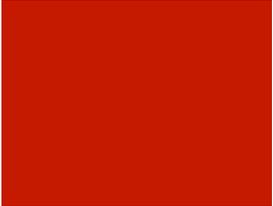
Benefits of agglomeration stronger for certain industries

- Greater access to appropriate shared workforce
- Geographic proximity to similar and complementary firms
- “Knowledge spillover”
- Urban amenities for firms focused on particular segments of the labor force (Gen X and Millennial)

From 2002-2008 the share of jobs near transit declined as regions decentralized

Change in Transit Zone Capture Rate by Sector Group, 2002-2008



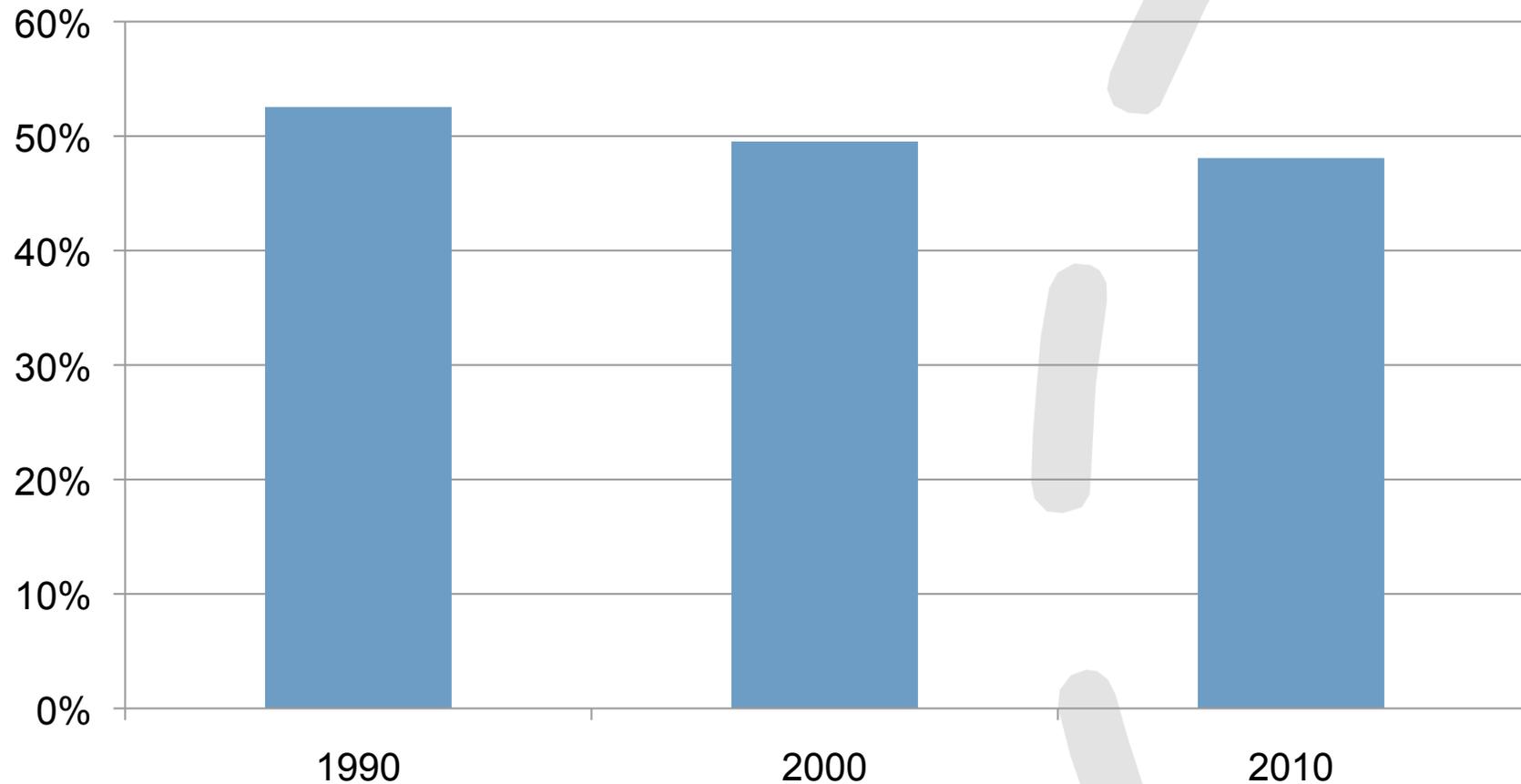


Bay Area Region Case Study

In the Bay Area, the share of jobs near transit has declined from 1990-2010

Share of Region's Jobs in PDAs and GOAs

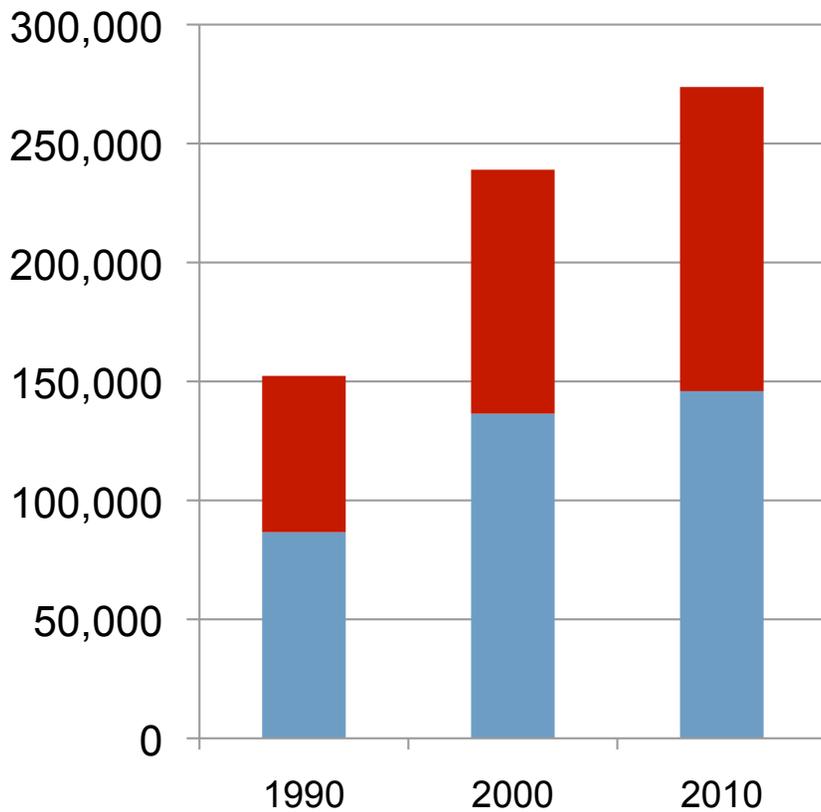
Source: NETS, ABAG, Strategic Economics



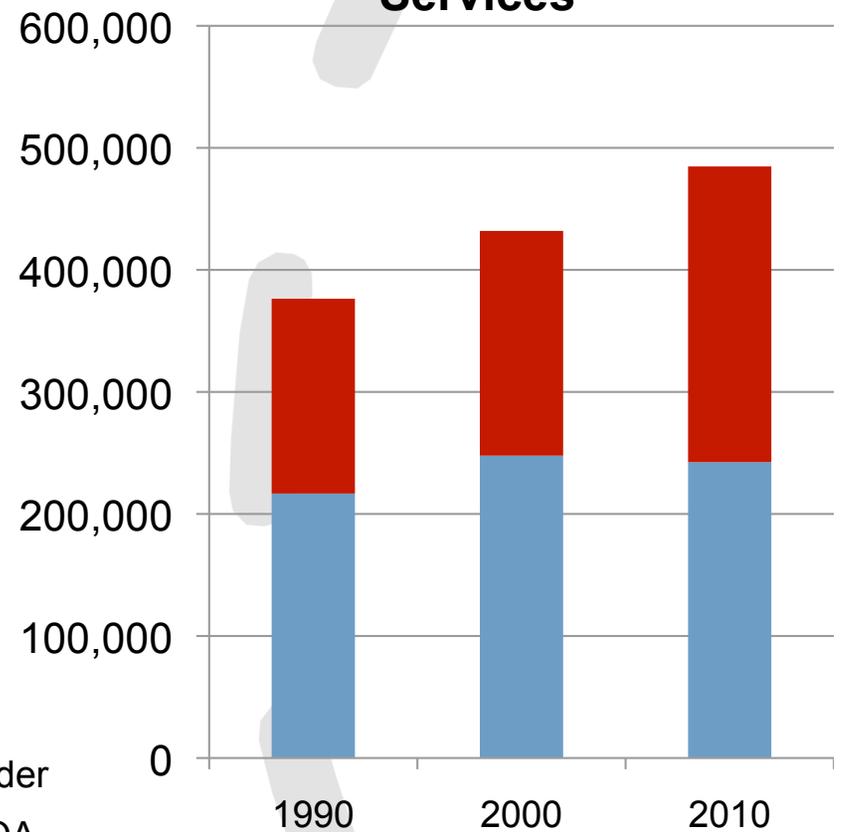
...But at the same time “knowledge-based” jobs have grown in PDAs



Information

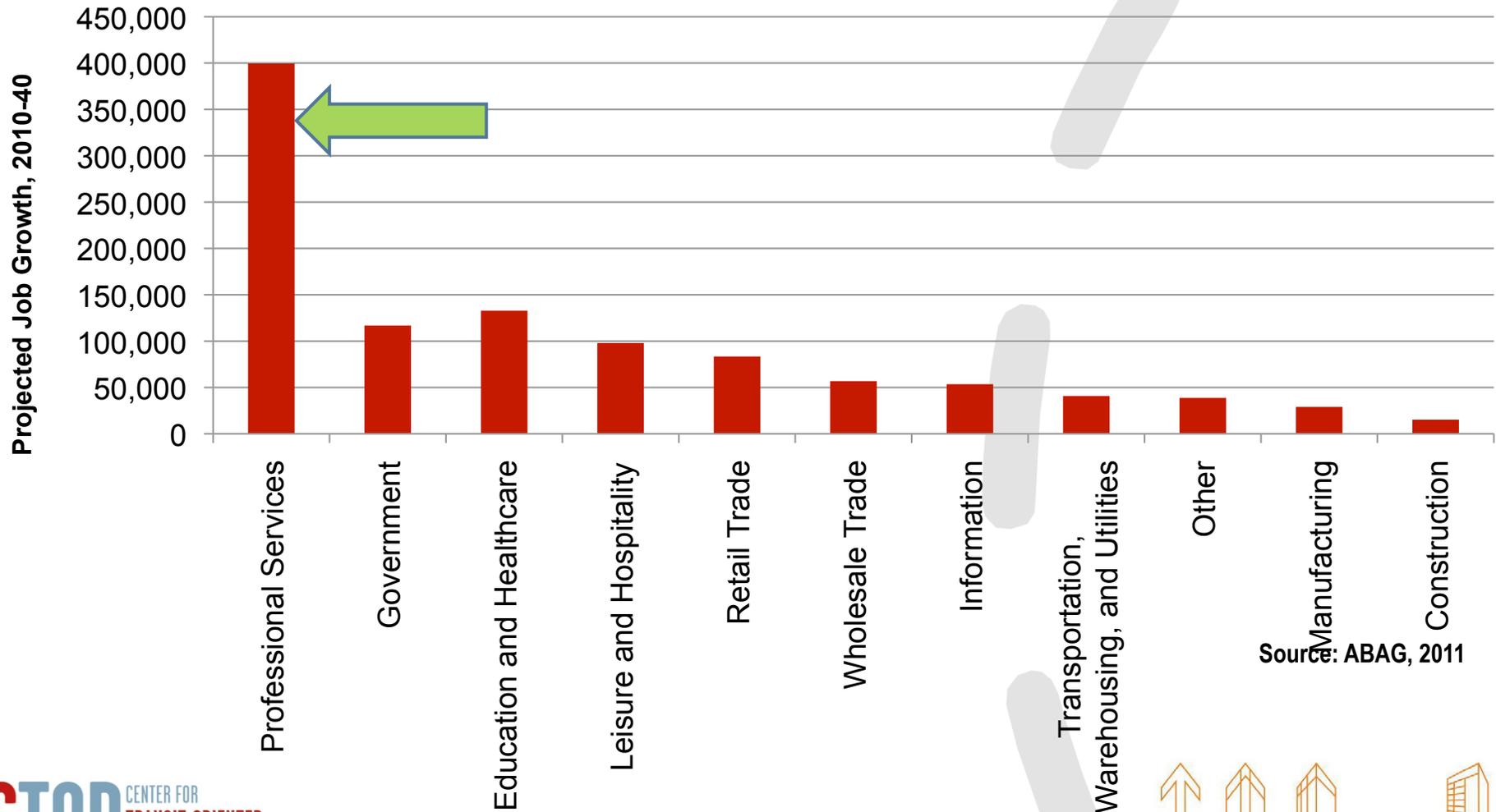


Professional and Business Services



■ Remainder
■ PDA/GOA

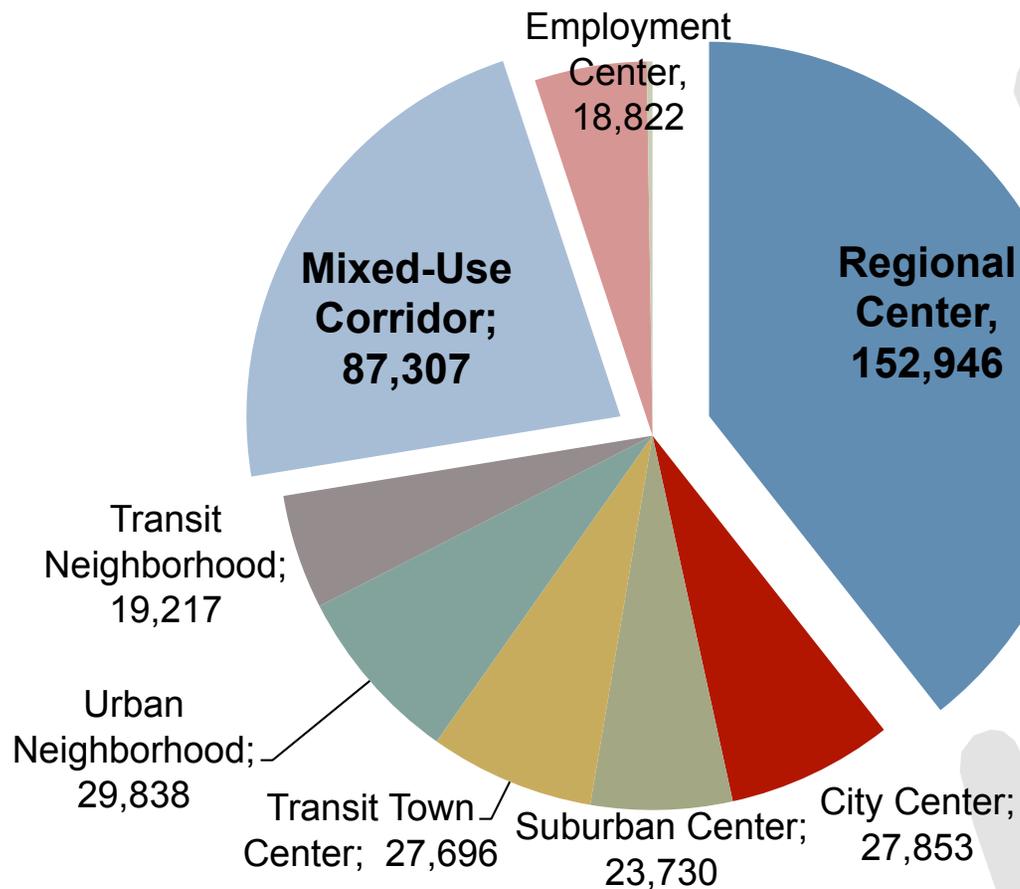
Knowledge-based sectors forecast to drive future job growth in the Bay Area – an opportunity for the SCS!



Source: ABAG, 2011

Target sectors are concentrated in specific placetypes: CBDs, downtowns, and corridors

Information, Prof & Business Services



Source: NETS, 2010;
ABAG, 2011, Strategic
Economics

Conclusions

- Jobs are a critical component of sustainable regional planning
- Transit systems and corridors should connect existing employment concentrations.
 - ▣ Dense job growth tends to occur in existing nodes.
 - ▣ Local land planning should be grounded within the context of role in the broader economy.
 - ▣ In addition to knowledge-based jobs, government, educational institutions, and medical centers can be target sectors for employment-based TOD.
 - ▣ In many places, single-use suburban centers may need to “evolve” to remain competitive.