Job Subsidies: Pro-Sprawl or Smart Linkage Tools?

"Linking Jobs, Housing, and Transportation"

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Good Jobs First
New Partners for Smart Growth
February 4, 2012 ~ San Diego
Good Jobs First:
Accountable Development &
Smart Growth for Working Families

- Website, Tools @ www.goodjobsfirst.org
- Model Research and Publications
- Training and Speaking
- Technical Assistance
- Testimony, Legislative Analysis
$70 Billion per Year

- Property Tax Abatements
- TIF: Diversion of Property and Sales Tax
- Corporate Income Tax Credits
- Sales Tax Exemptions
- Enterprise Zones
- Land Write-downs
- Loans and Loan Guarantees
Missing the Bus
How States Fail to Connect Economic Development with Public Transit

~1,500 State-Enabled Incentives: No Statutory Linkages Between Job Creation and Job Access via Transit

Good Jobs First
September 2003
States may be clueless, but some localities get it
Detroit MSA Shutdowns 2001-04

Community Classifications and Number of Notices
- Central City (36)
- Stressed (36)
- At-Risk, Established (55)
- At-Risk, Low Density (15)
- Bedroom Developing (40)
- Low-Stress (37)
- Industrial Towns (40)
- No Data

Stress Factors
- WARN (239)

% Households in Poverty by Census Block Group
- 20.0 - 40.0
- 40.1 - 100.0

Geographic Features
- Major Roads
- Counties
- Jurisdictions
- Great Lakes

Sources:
- Geographic Boundaries and Poverty-2000 U.S. Decennial Census
- WARN-Michigan Department of Labor & Economic Growth
- Community Classifications-Ameregis
- Maps Created by the Land Information Access Association (LIAA)
MEGA Deals 2001-2004

Community Classifications and Number of Deals
- Central City (1)
- Stressed (8)
- At-Risk, Established (16)
- At-Risk, Low Density (7)
- Bedroom Developing (14)
- Low-Stress (24)
- Industrial Towns (11)
- No Data

Geographic Features
- MEGA Deals (81)
- Major Roads
- Counties
- Jurisdictions
- Great Lakes

Sources:
- Geographic Boundaries and Poverty-2000 U.S. Decennial Census
- WARN-Michigan Department of Labor & Economic Growth
- Community Classifications-Ameregis
- Maps Created by the Land Information Access Association (LIAA)
Twin Cities Metro Area: Subsidized Business Relocations (Mostly TIF), 1999-2003
Twin Cities Metro: Subsidized Business Relocations’ Impact on Job Access via Transit

Legend
- Moved from within 1/4 mile of transit stop to further than 1/4 mile from transit stop (27)
- Remained further than 1/4 mile from transit stop (33)
- Remained within 1/4 mile of transit stop (24)
- Moved from further than 1/4 mile of transit stop to within 1/4 mile from transit stop (2)
Cleveland MSA Relocations, 1996-2005
Relocations vs. Unemployment
Impact on Transit Access
Subsidy Tracker

- Company-specific, deal-specific data
- 116,000 deals from 45 states plus DC, searchable and downloadable (Excel)
- 29% w/ street address, 47% w/ locality
Solution: Align Development Subsidies with Transit Routes

- Make workplace access via transit an eligibility requirement (or at least an application-rating preference) for an incentive

- California, Maryland, Illinois, New Jersey have made small steps
California Infrastructure and Economic Development Bank

Revolving Fund application favors deals:

- With links to training providers
- In or by areas with high unemployment, low family incomes, slow job growth, and high poverty rates
- Generating more transit use, and in existing urban areas
Sweet Spot for Jobs

- Transit (and Urban Highway) Construction Jobs
- Ripple-Effect Construction Jobs
- Transit Operating and Maintenance Jobs
- Transit Vehicle Manufacturing Renaissance
The Jobs Are Back In Town
Urban Smart Growth & Construction Employment

Maximizing Job Creation via Urban Density and TOD

Good Jobs First
November 2003
The Jobs Are Back in Town

Smart growth design + regional growth management create more construction work hours than does sprawl:

- “Fix It First” Highway construction
- Commercial
- Residential
- Overall in metro areas
Highways vs. Transit: ARRA Data = Apples to Apples

- What We Learned from the Stimulus
  (Smart Growth America + two others)

- Transit projects create 31% to 84% more jobs per $ billion than highway
  (recovery.gov)

- Slightly fewer construction jobs, but more manufacturing & operating jobs
Transit Operating & Maintenance

- Recession-driven layoffs now **BUT**
  America’s transit workforce is unusually “grey”

- Resources:
  1) Transportation Learning Center  
     www.transportcenter.org
  2) Amalgamated Transit Union
  3) Transport Workers Union
Portland, Ore.
1973 Passage of Urban Growth Boundary
Density encourages transit
Transit Drives More Development...
...and Begets Manufacturing (United Streetcar, Clackamas)
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