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**

- 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.

Change in Transit Ridership (as a result of doubling factors)

- Service Speed +129%
- Station Area Job Density +60%
- Service Frequency +54%
- Station Area Pop Density 37%
- Fuel Price 23%
- Distance from CBD -45%
- Average fare -33%

Source: Guerra and Cervero 2011; Arup 2011.
This relationship is stronger in transit corridors that connect dense job centers.

<table>
<thead>
<tr>
<th>Region</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Region</td>
<td>9.7%</td>
</tr>
<tr>
<td>To SF CBD</td>
<td>36%</td>
</tr>
<tr>
<td>Alameda County to SF</td>
<td>51%</td>
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</table>

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

Transit Zone Capture Rate by System Size, 2008

- **Small**
- **Medium**
- **Large**
- **Extensive**
- **Total**
….And some sectors are more likely to be near transit than others

Transit Zone Capture Rate by Sector Group, 2008

Source: LEHD 2008, Center for Transit Oriented Development 2010
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.
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.
Knowledge-based sectors forecast to drive future job growth in the Bay Area – an opportunity for the SCS!

Projected Job Growth, 2010-40

Source: ABAG, 2011
Target sectors are concentrated in specific placetypes: CBDs, downtowns, and corridors.

Information, Prof & Business Services

- Regional Center: 152,946
- Employment Center: 18,822
- Mixed-Use Corridor: 87,307
- Transit Neighborhood: 19,217
- Urban Neighborhood: 29,838
- Transit Town Center: 27,696
- Suburban Center: 23,730
- City Center: 27,853

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.