Connecting Transportation with Jobs and Opportunity – The Big Picture

James Corless, Director

www.T4america.org
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Transportation for America is an alliance of local elected, business and civic leaders from communities across the country, united to ensure that states and the federal government step up to invest in smart, homegrown transportation solutions—because these are the investments that hold the key to our future economic prosperity.
T4A Advisory Board

- Atlanta Chamber of Commerce
- Seattle Chamber of Commerce
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- Los Angeles Business Council
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- National Assoc of Latino Elected Officials
- National Urban League
- Atlanta Regional Commission
- Sacramento Area Council of Govts
Connecting Transportation and Competitiveness

Losing a valued employee can cost an employer $10,000 to $30,000.
Almost half of employees feel their commute is getting worse.
70% of them feel their employers should take the lead in helping them solve the problem.
92% of employees are concerned with the high cost of fuel.
80% of them specifically cite the cost of commuting to work.
Two-thirds of employees would take another job to ease the commute.

Global Work Place Analytics:
http://globalworkplaceanalytics.com/resources/costs-benefits
FIGURE 2

Relocations, expansions, and new office creation

- Relocation from suburbs in the metro area: 218
- Relocation from suburbs outside metro area: 76
- New downtown location: 91
- Downtown relocation within the metro area: 27
- Expansion of existing office: 20
- Consolidation of suburban and downtown locations: 10
- Relocation from downtown outside metro area: 9
- New company: 10

Smart Growth America, CORE Values Report; June 18th 2015
Businesses are increasingly relocating to places that have better access to transportation options.

### WALK SCORE
- Before: 51
- After: 88

### TRANSIT SCORE
- Before: 52
- After: 79

### BIKE SCORE
- Before: 66
- After: 78

Source: Smart Growth America, CORE Values Report; June 18th 2015
“I think it’s essential we be accessible to Metrorail (transit system), and that limits the options. I think as with many other things our younger folks are more inclined to be Metro-accessible and more urban.”

-- CEO Arne Sorenson, Marriott International
The Challenge of Suburban Job Access

Figure 7. Average Share of Jobs Accessible in 90 Minutes via Transit for City and Suburban Residents, by Region, 100 Metropolitan Areas

- **All Metros**
- **Midwest**
- **Northeast**
- **South**
- **West**

- **City**
- **Suburb**
- Bike to Work Program
- Started in 2006
- Started with showers & lockers
- Added more incentives - $0.75/mile payment
- Employee competitions including bike giveaways
- 33% of employees commute by bike 1x/wk
Work Link – Pittsburgh PA

- Run by a non-profit Heritage Comm Action
- Serves rural “Mon Valley” south of Pittsburgh
- 63% of riders < $10,000/year income
- Was federally funded under JARC – now under PA transportation law
Ben Franklin Transit – rural WA state

- Started in 1982 when state DOT paid for 2 vans
- Grew from 2 vans to 32
- 2003 state dedicated $30M statewide to vanpools
- Roughly $75/month cost or approx $4/day for riders
- Federal JARC grant cut fare in half for low-income riders
Figure 3. Extent of Service Availability (Out of 70 Cities Surveyed)
Public Transportation/Uber vs. Car Ownership Cost

Uber Can Be Cheaper Than Car Ownership — If You Mostly Use Public Transit

Estimated annual cost of transportation by household, given share of trips that are taken on public transit.

- Public transit + $20 Ubers
  - 85% of trips by public transit and 15% by $20 Uber rides = equals the cost of car ownership

- Public transit + $10 Ubers

Cost to own car

Share of rides on public transit
“According to the company’s data, 25 percent of Lyft riders say they use the service to connect to public transit. In Boston, 33 percent of those rides start or end near a T station. And transit hubs like Chicago’s Union Station, D.C.’s Union Station and Boston’s South Station are among the most popular destinations for its users, Lyft finds. So riders already see on-demand rides as a solution to the first mile/last mile problem. Lyft thinks it can do more.”
The Role of Public Policy & Funding

- Overall federal funding for transportation/public transit
- Flexibility of fed CMAQ funds for vanpools/rideshare etc
- Commuter pre-tax transit benefit
- Can public subsidies help efficiently fill “first mile/last mile” gaps?
US House Bill – Job Access Language

• Establish regional employer advisory councils to advise metropolitan planning organizations on employment-related transportation issues

• Require employer advisory councils to develop a commute trip reduction and job connection plan for the region and recommend projects to the MPO to implement the plan

• Authorize funding from the Highway Trust Fund for commute trip reduction and job connection projects
US Tax Code – Commuter Transit Benefit

• Pre Tax Commuter Benefit Now $235/mo for parking and $130 for public transportation
• Tax deal at the end of 2013 ‘leveled the playing field’ for both parking and transit benefits in 2014, but reverted back to lower amount for transit in 2015
• ‘Tax Extenders’ bill will once again be in front of Congress in December 2015
• H.R.990 & S.792 would restore parity
Questions?

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