Transit and TOD: The Sweet Spot for Jobs and Equity

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Good Jobs First

Surdna Foundation Grantee Retreat
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Good Jobs First:
Accountable Development & Smart Growth for Working Families

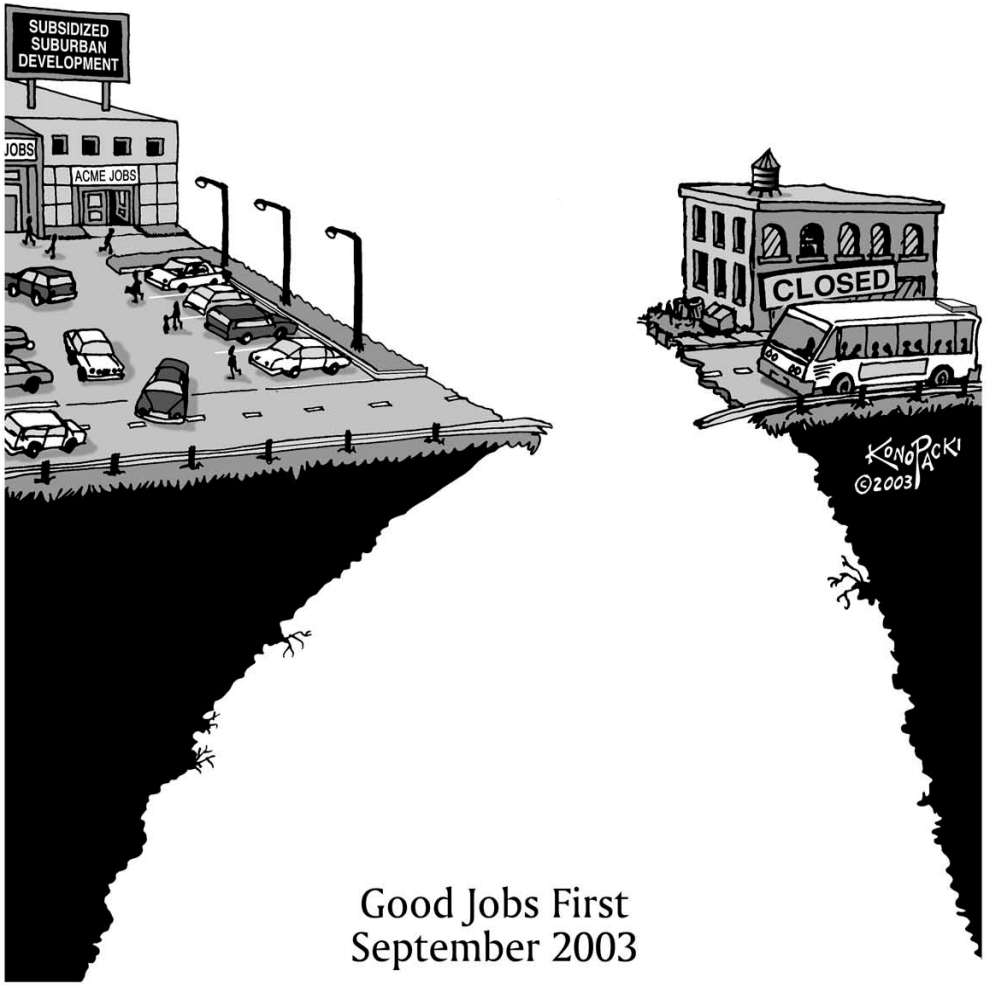
- Website, Tools @ www.goodjobsfirst.org
- Model Research and Publications
- Training and Speaking
- Technical Assistance
- Testimony, Legislative Analysis

$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



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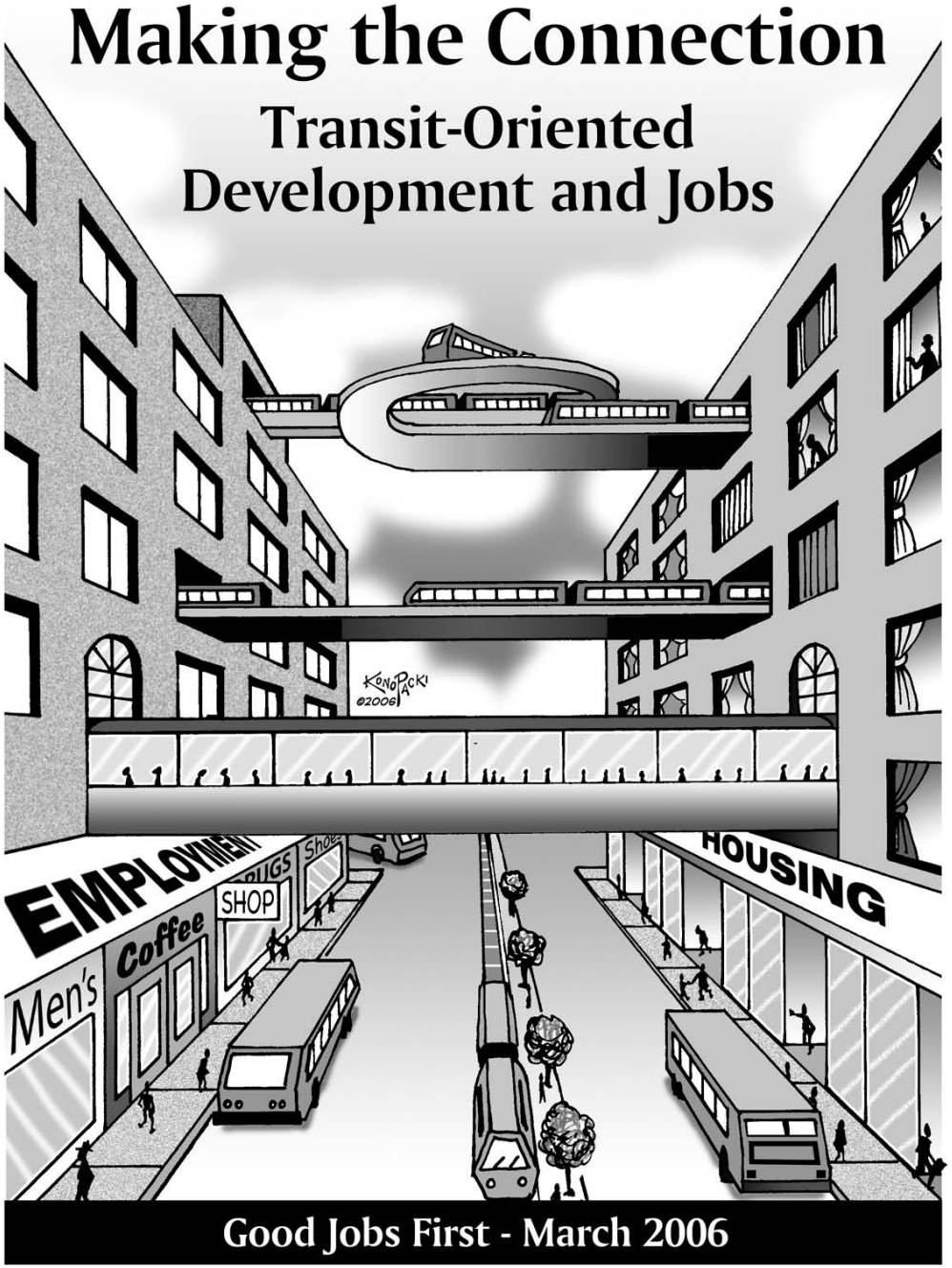
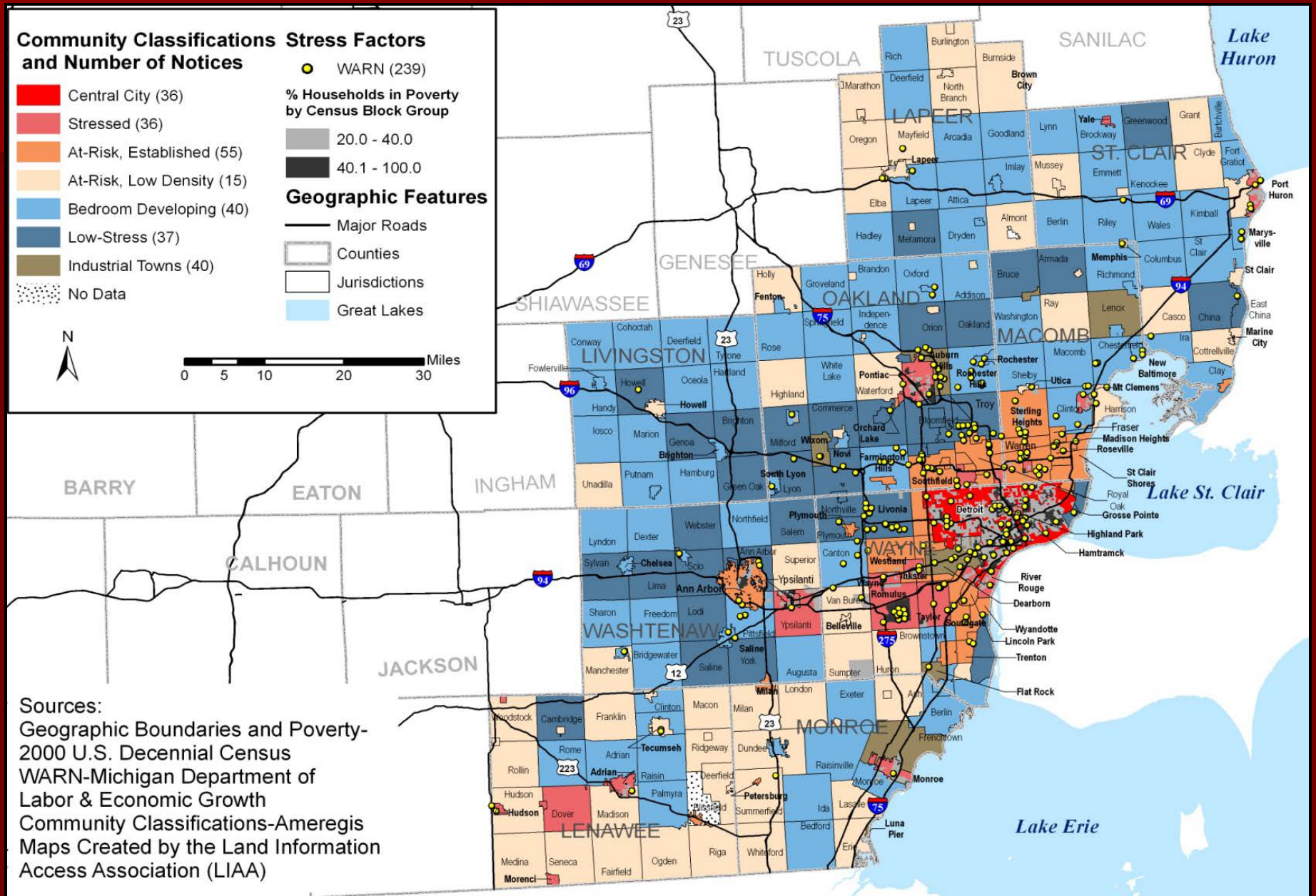
September 2003

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

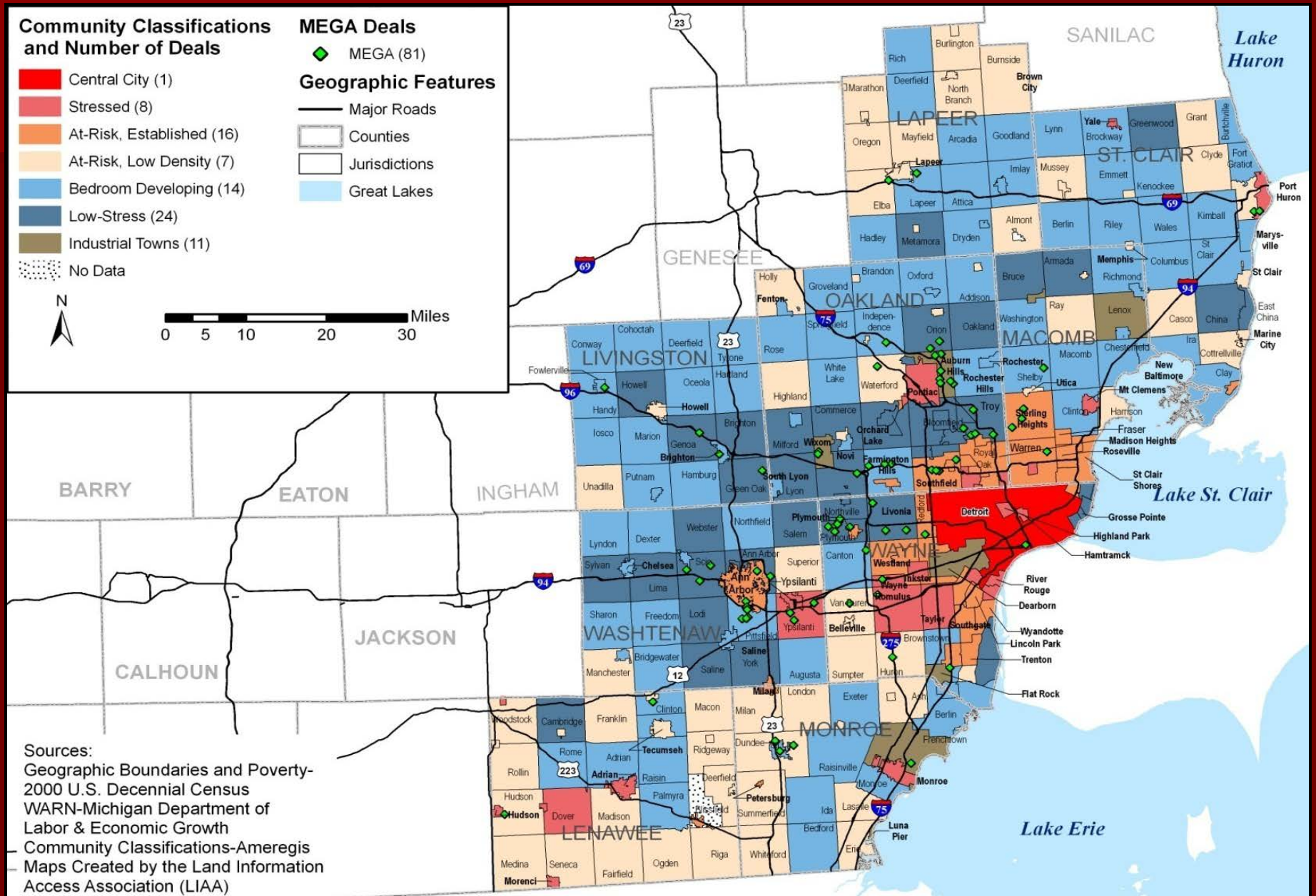


States may be clueless, but some localities get it

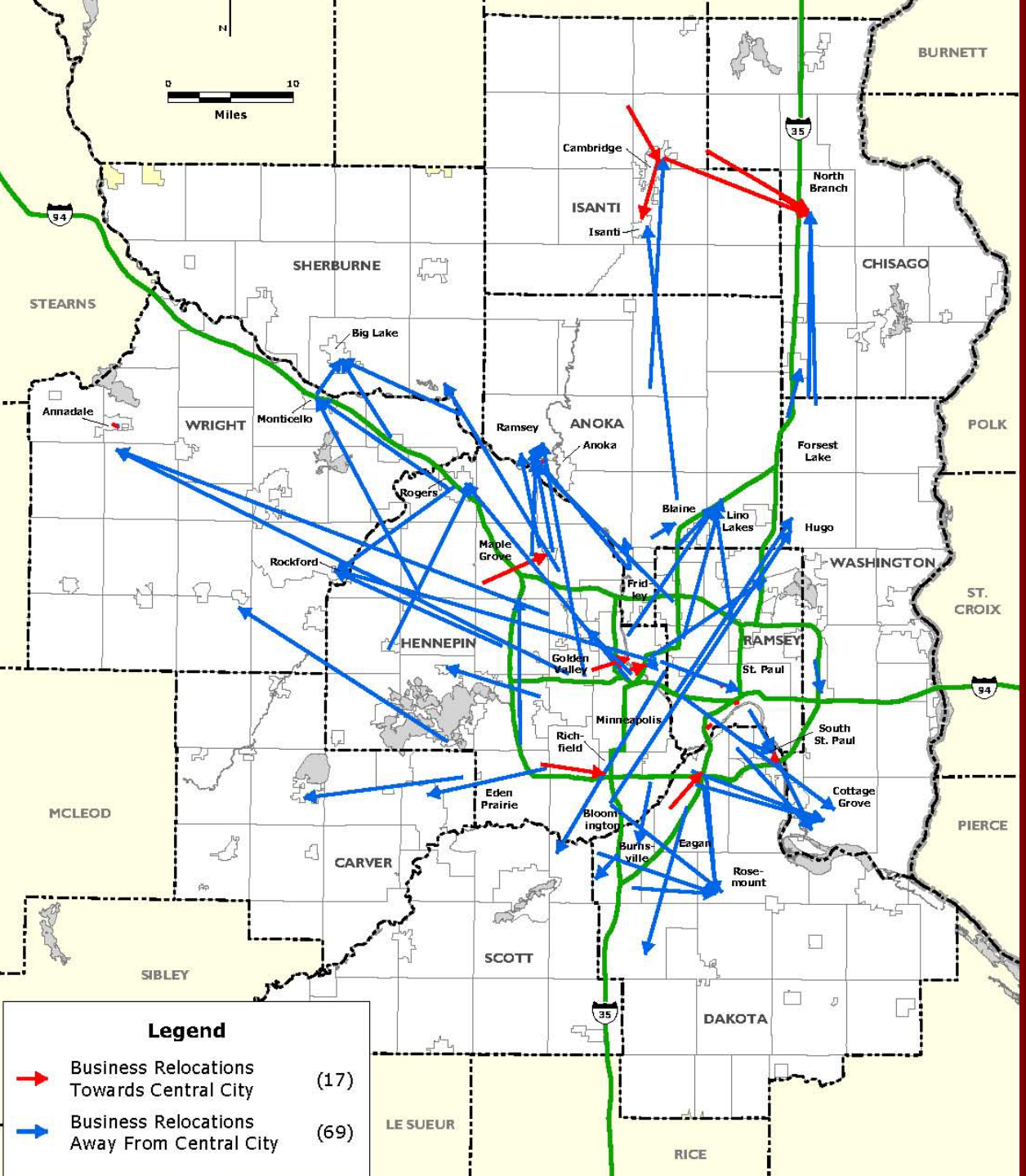
Detroit MSA Shutdowns 2001-04



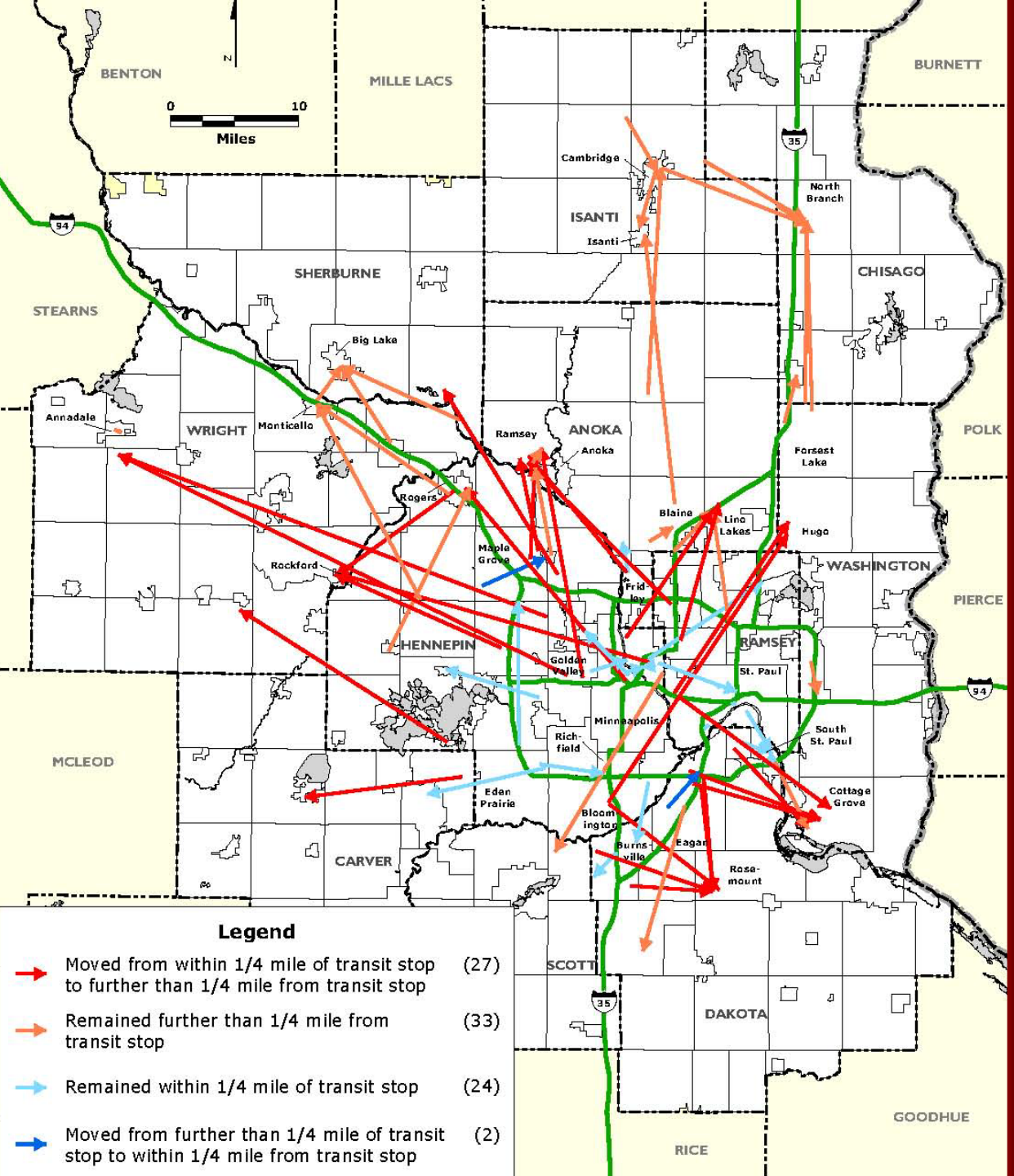
MEGA Deals 2001-2004

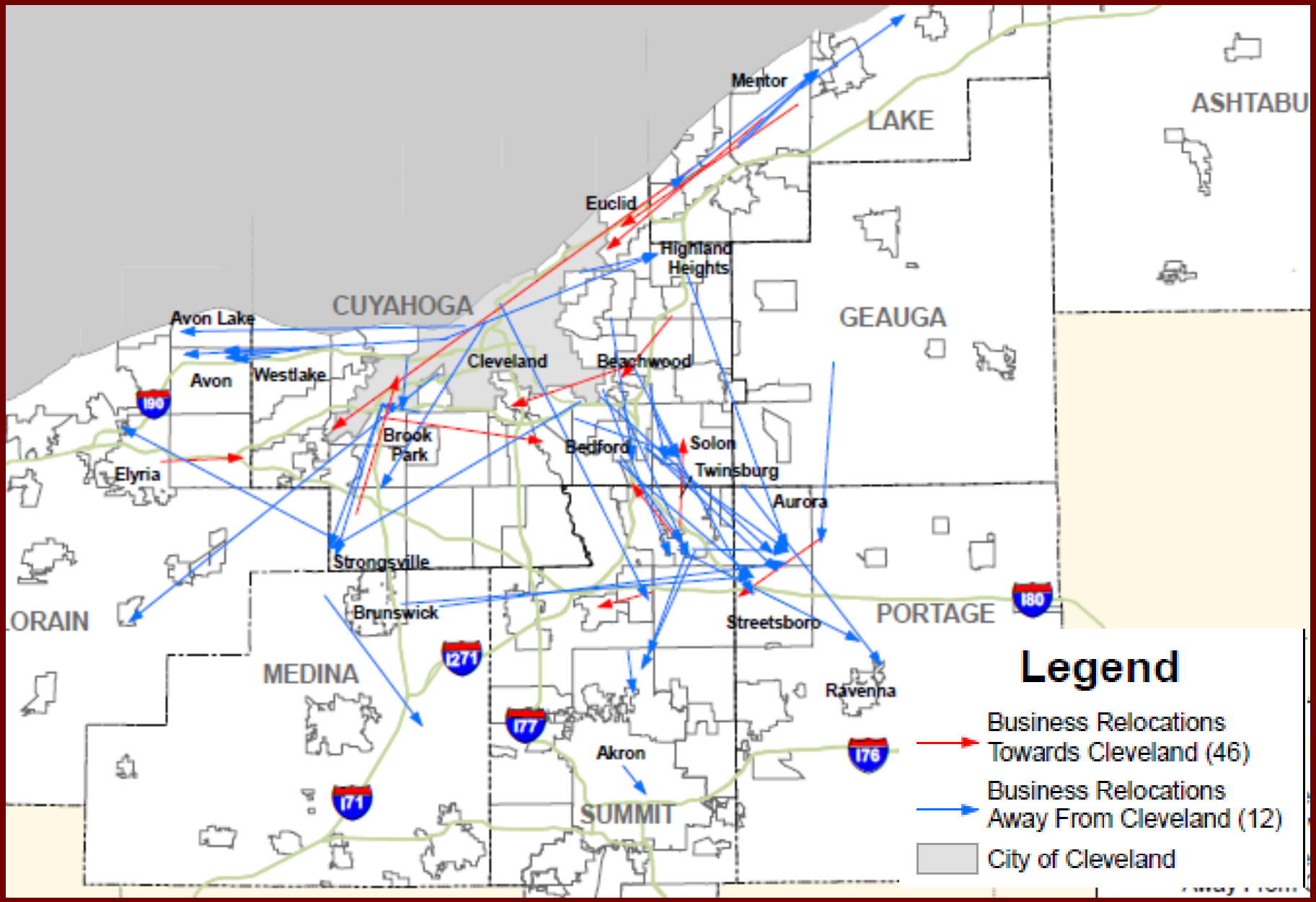


Twin Cities Metro Area: Subsidized Business Relocations (Mostly TIF), *1999-2003*

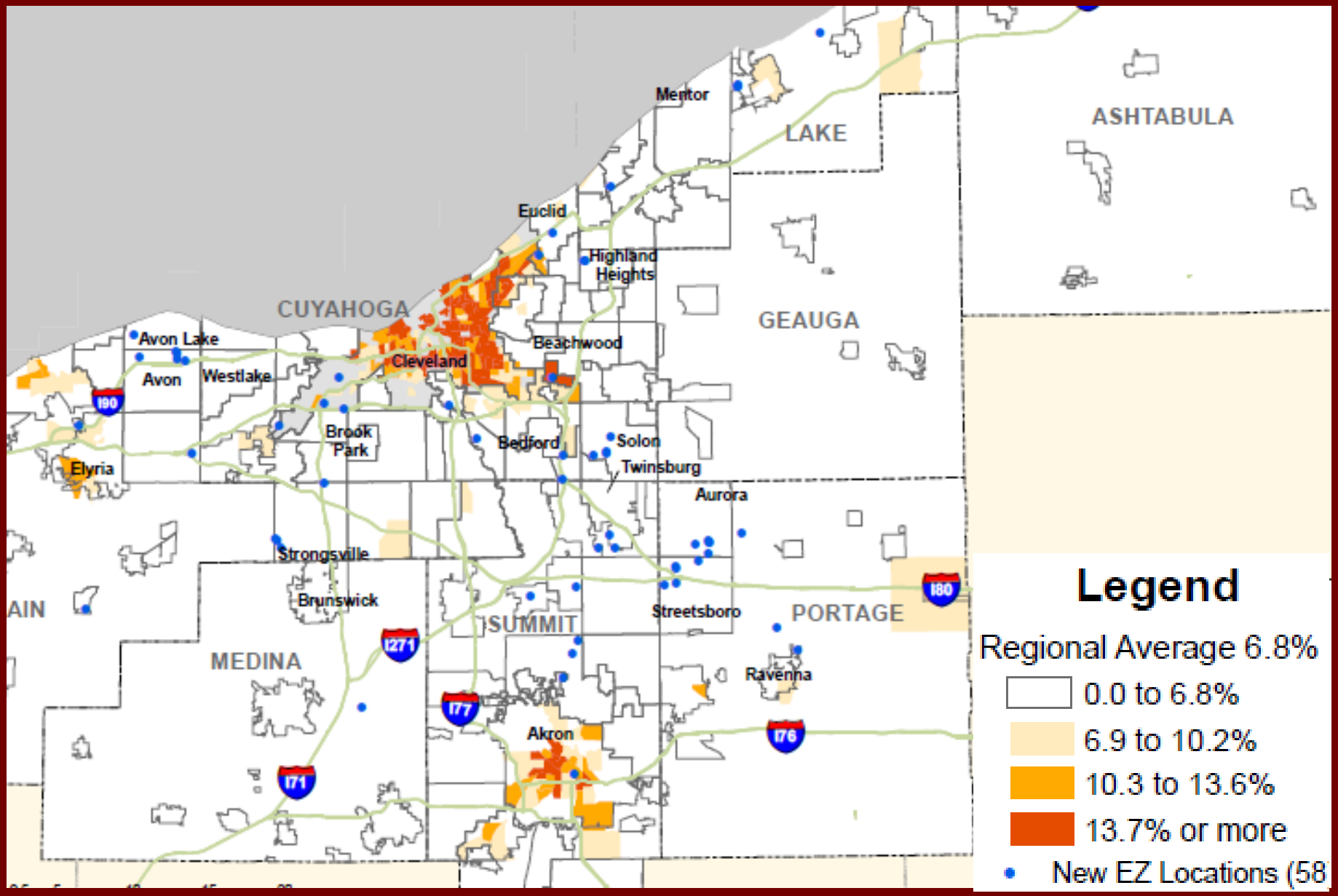


Twin Cities Metro: Subsidized Business Relocations' Impact on Job Access via Transit

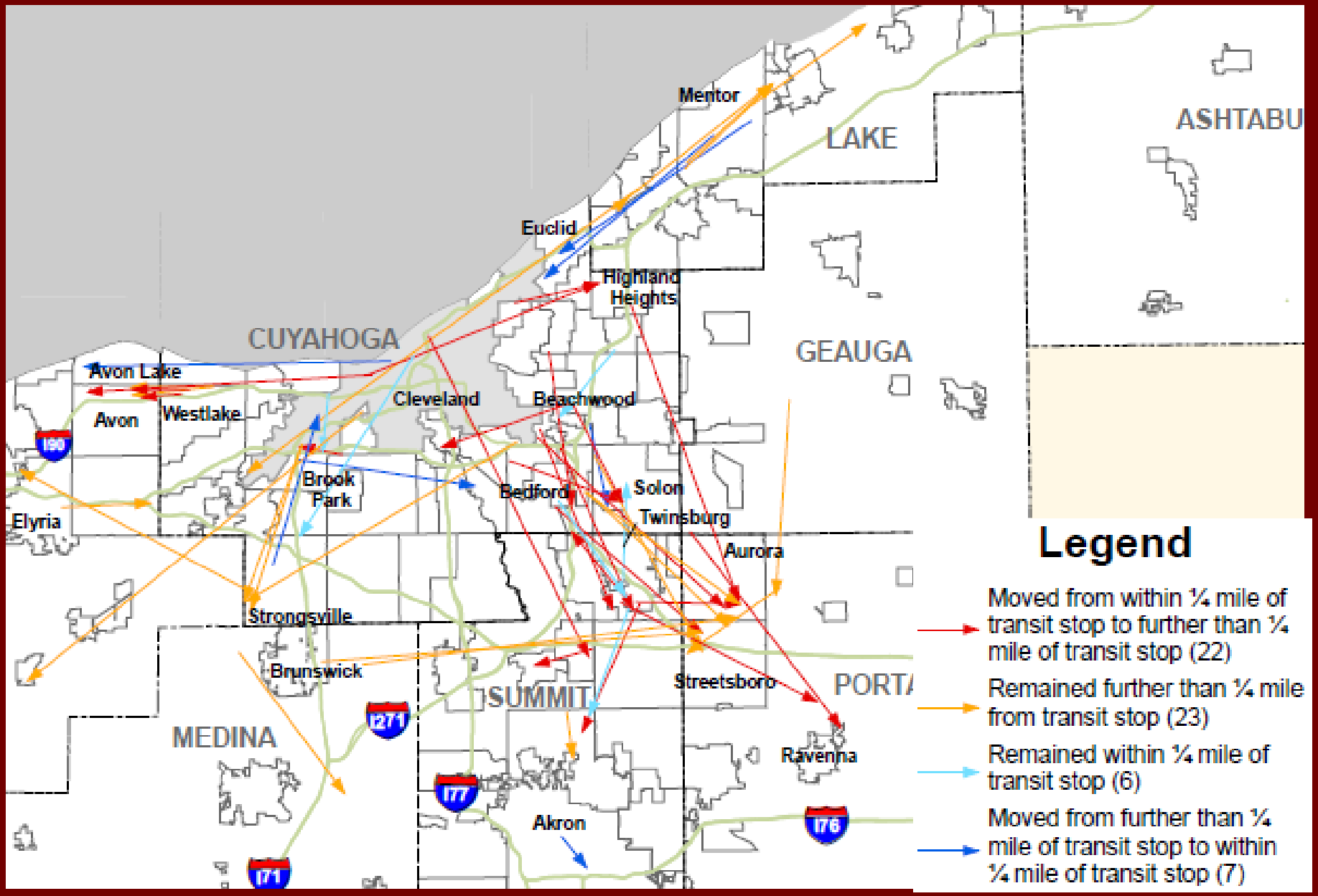




Cleveland MSA Relocations, 1996-2005



Relocations vs. Unemployment



Impact on Transit Access

Subsidy Tracker

- Company-specific, deal-specific data
- 113,000 deals from 42 states, searchable and downloadable (and growing)
- 29% w/ street address, 46% 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:

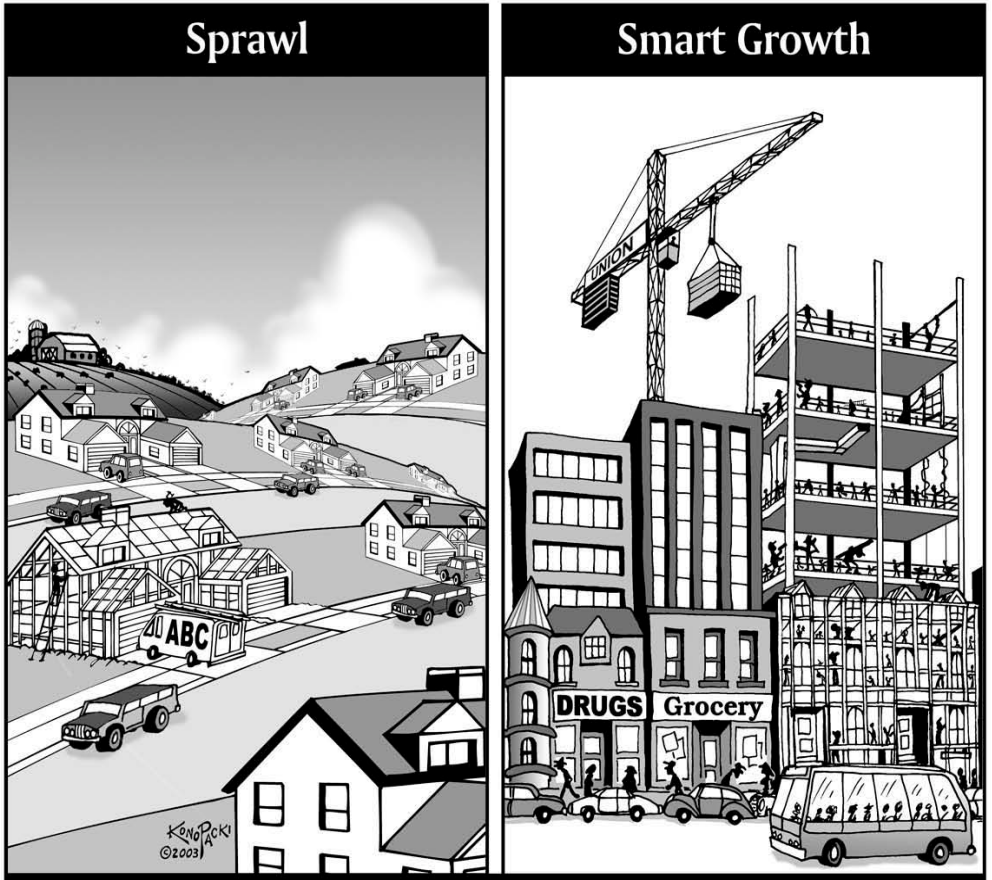
- Deals with links to training providers
- Deals in or by areas with high unemployment, low family incomes, slow job growth, and high poverty rates
- Deals generating more transit use, and in existing urban areas

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



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Maximizing Job Creation via Urban Density and TOD

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

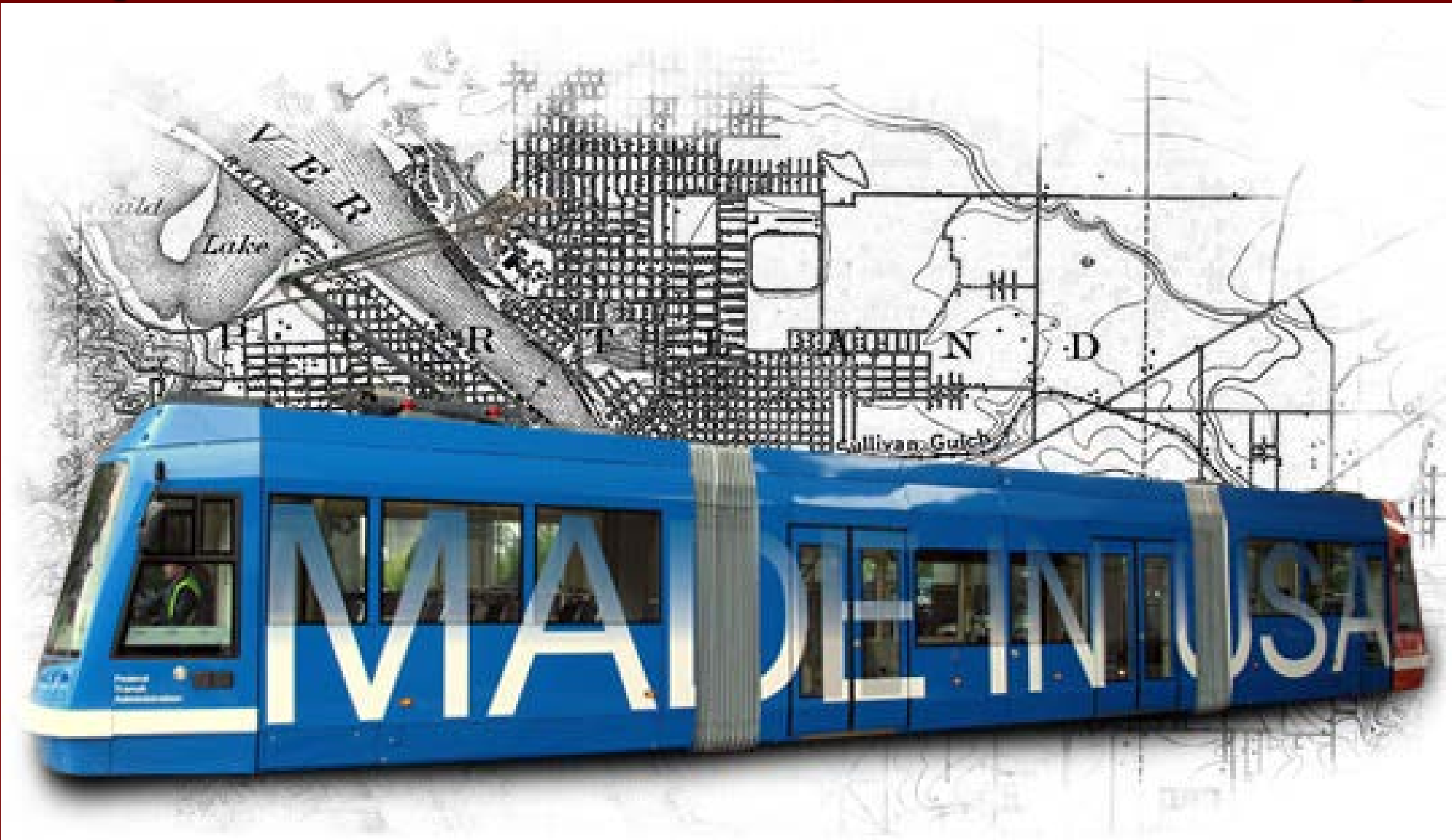
Portland, Ore.
1973 Passage of
Urban Growth
Boundary

UGB
Spurs
Density

Density encourages transit

Transit Drives More Development…

...and Begets Manufacturing (United Streetcar, Clackamas)



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