MISSED OPPORTUNITY
Transit and Jobs in Metropolitan America
10,000,000,000 trips are taken using public transit every year.

Source: US Census Bureau
100 Largest U.S. Metropolitan Areas

- Population: 65%
- Economic Output: 75%
- Transit Passenger Miles: 95%

Source: US Bureau of Economic Analysis, US Census Bureau
3 out of 4 commutes occur alone in a car

Source: US Census Bureau

Commuters Using Public Transportation

<table>
<thead>
<tr>
<th>Year</th>
<th>Commuters</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>6,810</td>
</tr>
<tr>
<td>1980</td>
<td>6,175</td>
</tr>
<tr>
<td>1990</td>
<td>6,070</td>
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<tr>
<td>2000</td>
<td>6,068</td>
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<tr>
<td>2008</td>
<td>7,377</td>
</tr>
</tbody>
</table>
A Public Transit Moment
Average Retail Gasoline Prices

Source: U.S Energy Information, Weekly US All-Grades Retail Gasoline Prices
130 million
Population increase by 2050

Source: US Census Bureau
Transportation share of \( \text{CO}_2 \) emissions

32%
How well does transit cover our metropolitan areas?
How well does transit connect metropolitan workers to jobs?
How well does transit function for those workers who may need it most?
Are we ready?
Transit systems in the 100 largest metropolitan areas
We face a transit paradox
Transit serves a large share of metropolitan America.

Transit falls short on connecting workers to jobs.
Transit Coverage

The share of working-age residents living in neighborhoods within 3/4 mile of a transit stop.
70% Metropolitan residents with transit coverage
70% Metropolitan residents with transit coverage
89% Metropolitan residents in lower income communities with transit coverage
89% Low-income communities with transit coverage

70% Middle-income communities with transit coverage

53% High-income communities with transit coverage

68% Low-income Richmond Metro communities with transit coverage

24% Middle-income Richmond Metro communities with transit coverage

7% High-income Richmond Metro communities with transit coverage
City residents with transit coverage

94%
100% Richmond city residents with transit coverage
70% Metropolitan residents with transit coverage
58% Suburban residents with transit coverage
18% Richmond metro suburban residents with transit coverage
Richmond metro jobs in suburbs

77%

Richmond metro low income individuals in suburbs

72%
Transit serves a large share of metropolitan America. 

Transit falls short on connecting workers to jobs.
Job Access

The share of metropolitan jobs the typical working-age resident can reach via transit in 90 minutes.
Metro jobs accessible by transit

Metro jobs not accessible by transit

30%

70%
Richmond metro jobs accessible by transit

74% Richmond metro jobs not accessible by transit

26% Richmond metro jobs accessible by transit
32% Richmond metro jobs accessible via transit from city

20% Richmond metro jobs accessible via transit from suburbs
Transit Coverage
By Income
Richmond metro area

- Low income communities: 68%
- Middle income communities: 24%
- High income communities: 7%

Job Access
By Skill Level
Richmond metro area

- Low skill jobs: 16%
- Medium skill jobs: 25%
- High skill jobs: 34%
**National Summary**

- Good transit coverage
- Limited job access
- Wide city/suburb disparity
- Transit/jobs skills mismatch

**Richmond Metro Summary**

- Limited transit coverage
- Poor job access
- Enormous city/suburb disparity
- Deep transit/jobs skills mismatch
Transit coverage and job access vary greatly among metro areas
96% Los Angeles transit coverage rate

Transit Coverage
No Transit Coverage
82%
Washington transit coverage rate
96% Los Angeles transit coverage rate
90% New York transit coverage rate
89% Miami transit coverage rate
82% Washington transit coverage rate
Atlanta transit coverage rate

38%
Richmond transit coverage rate
31%
Job Access

- Highest Performing Metros
- Lowest Performing Metros
59% Salt Lake City job access rate

58% San Jose job access rate

40% Portland, OR job access rate
Youngstown job access rate: 14%
Orlando job access rate: 16%
McAllen job access rate: 17%
Combined Transit Performance

An indicator of metropolitan performance combining transit coverage and job access
Combined Transit Performance

- Highest Performing Metros
- Lowest Performing Metros

Richmond
Combined Transit Performance
High-Performing Western Metros

1. Investment in transit systems

2. Support for growth management

3. Topographical barriers to growth/sprawl

Photo: Flickr/paulkimo90
Combined Transit Performance
Low-Performing Southern Metros

1. Limited transit investment
2. Little or no growth management strategies
3. Few topographical barriers to limit growth/sprawl
We need a new game plan for helping Americans get to work.
Severe budget constraints

Rapidly fluctuating energy prices and transportation costs

Broader economic recovery
Severe budget constraints
Rapidly fluctuating energy prices and transportation costs
What is our game plan?
1 Total Transport
Make job access part of transportation decision making

Invest in key fixed route systems to address coverage gaps

Deploy flexible, lower-cost options including car sharing and privately run systems
Beyond Transport
Promote job access with next-generation metro growth policy and practice

Conduct comprehensive metropolitan planning to develop land use policies that improve transit job access.

Focus specifically on the mismatch between transit access and jobs.

Orient TOD to jobs in addition to the residential sector.
3 Information
Deploy data and advanced technologies for decision making

Federal-Metro collaboration on standardized national transit database

Use new transit metrics on jobs as a metric for discretionary grants
Deploy data and advanced technologies for decision making