Transporting the Workforce: Challenges and Opportunities

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About the
Eno Center for Transportation

Founded in 1921 by William Phelps Eno, inventor of the stop sign

Only U.S. think tank focused:
On all modes of transportation
To all levels of government
With public, private, non-profit sectors
Demographic & cultural changes

Globalization complexities

Environment/resiliency concerns

Technological disruptions

Political/financial hurdles
1. How well does transit provide inclusive access?

2. How did we get here?

3. How should policy and practice respond?
Transit serves a large share of metropolitan America, but falls short on connecting workers to jobs.
70% Metro residents with transit access

Source: Brookings, 2011

70% Metro jobs not accessible by transit
Transit Coverage
By Income

- Low income communities: 89%
- Mid income communities: 70%
- High income communities: 53%

Job Access
By Skill Level

- Low skill jobs: 26%
- Medium skill jobs: 26%
- High skill jobs: 32%

Source: Brookings, 2011
Baltimore-Towson, MD - Metropolitan Area

**Income Type**

- Low Income ( < 80% AMI)
- Middle Income (80% - 120% AMI)
- High Income ( > 120% AMI)

Source: Brookings, 2011
Baltimore-Towson, MD - Metropolitan Area

Job Density (/sqmi)

- **High Density**
  - (1,711 to 9,411)
- **Middle Density**
  - (571 to 1,710)
- **Low Density**
  - (0 to 571)

Source: Brookings, 2011
Travel Times

- Sub-45 Minutes
- 45-90 Minutes
- 90-180 Minutes
- Over 180 Minutes
- Unreachable

Source: Brookings, 2011
Travel Times from all Block Groups to Suburban Job Center

Source: Brookings, 2011
Travel Times from all Block Groups to Exurban Job Center

Source: Brookings, 2011
Jobs within 30 minutes by car

Travel Times from all U.S. Block Groups to all jobs

Source: University of Minnesota, 2018
1. How well does transit provide inclusive access?

2. How did we get here?

3. How should policy and practice respond?
ACCESS

Travel times and costs to reach certain destinations

Consider land use; new partnerships; reduce travel times and costs

MOBILITY

Car & transit levels of service; door-to-door travel times; distances

Expand road capacity, invest in transit; ”new mobility”

TRAFFIC

Roadway levels of service; vehicle speeds

Expand road capacity, limit access

Concerns

Actions

Source: Adapted from Venter, 2016
Outline

1. How well does transit provide inclusive access?

2. How did we get here?

3. How should policy and practice respond?
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

Develop low income car ownership programs
Beyond Transport
Link job access to next-generation metro growth policy and practice

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

Focus specifically on the mismatch between transit access and jobs

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

Federal-Metro collaboration on standardized national transit database

Use accessibility metrics to redesign bus networks

Use new metrics on jobs as a metric for discretionary grants
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