

ECONOMIC & COMMUNITY DEVELOPMENT: ACCESS TO JOBS

**National Association of
Regional Councils
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Do transportation planners consider workforce issues that drive transportation needs, and

Do workforce planners integrate transportation issues when connecting workers with training and jobs?

Transportation Plan for 2040

Trip Generation - How many trips?

Trip Distribution - Where do they go?

Mode Choice - How will they travel?

Traffic Assignment - How will they get there?

Employment Trends – Top 5 Jobs

Retail \$32,512

Office Clerks \$30,637

Food Prep/Server \$27,472

Customer Service Rep \$23,399

Cashier \$21,153

22,000 new jobs/ year = 58% in jobs with mean wage of \$20/hour

Home Prices:

Median Value in 3 Corridor Counties starts at \$250,400 up to \$899,600 depending on neighborhood.

Transportation:

49.8% of workers cross a county line for a job

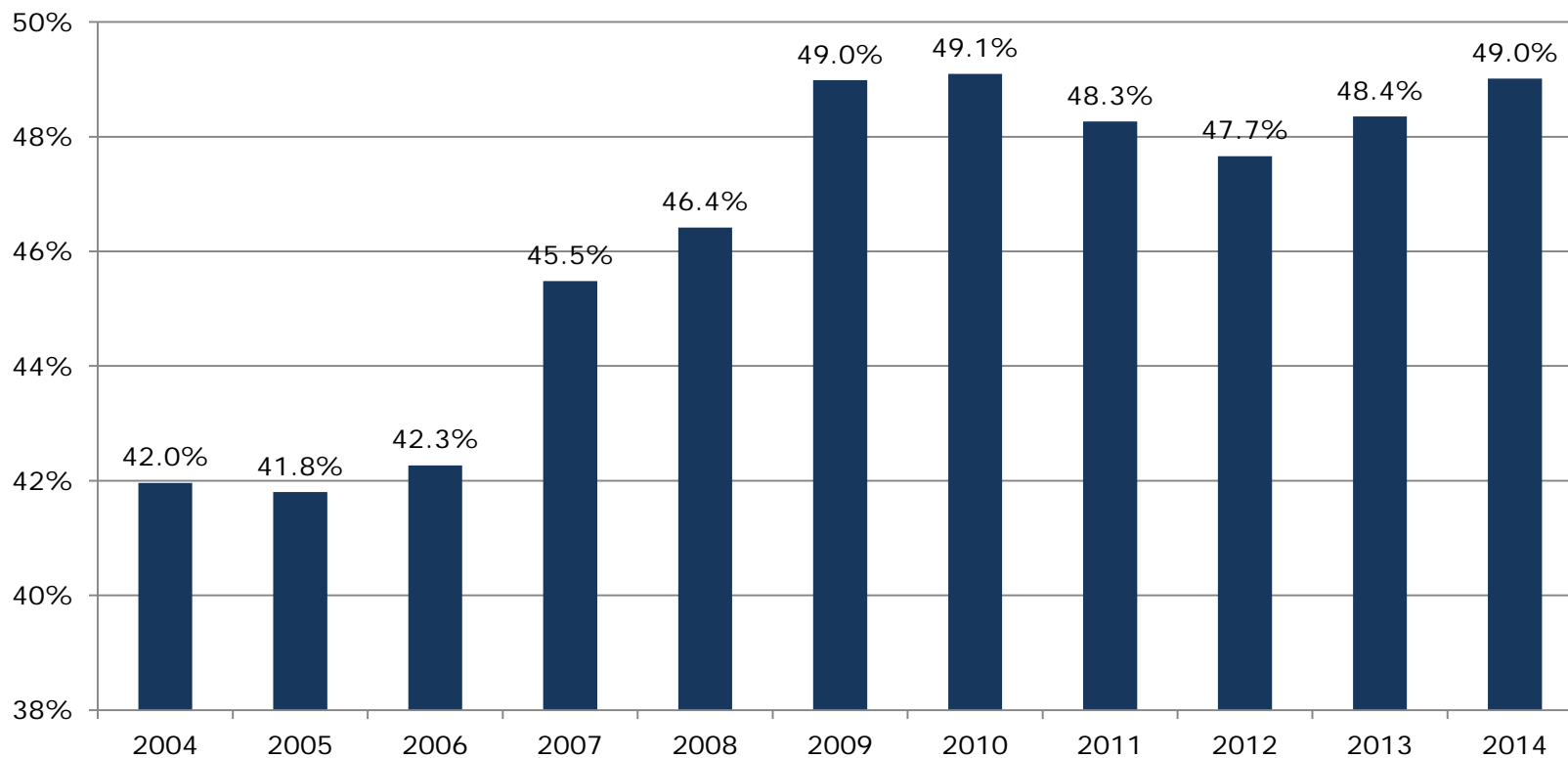
76.1 % drive alone

16,700 new cars/year add to rush hour traffic

CROSS-REGIONAL COMMUTING



PERCENTAGE OF CAPCOG WORKERS WHO CROSS A COUNTY LINE TO REACH THEIR PLACE OF EMPLOYMENT



SOURCE: U.S. CENSUS BUREAU

Transit Plan 2016-17 in progress:

Survey entire commuter shed – 95% said transportation, particularly linking modes, is very important to them.

Major gaps in transit exist where newly urbanized area has no service.

Job creation continues in communities with no transit; these are the same 5 occupations.

Workforce service providers acknowledge transportation biggest barrier to employment along with childcare.

Which regions are doing a good job of linking workforce needs with mobility options?

Are there case studies that can be modeled?

Are there creative funding sources to support gaps in transit funding?

Can ridesharing programs impact this need?

Other tools?