

## BY THE NUMBERS

**40** SPONSORED  
public transit systems



Montana DOT worked with local councils on aging to rapidly expand public transit service in the state between 2008 and 2015. Jointly sponsored public transit systems grew from 9 to 40.

**14,000**



more jobs

When the Hiawatha light rail line in Minneapolis, Minnesota opened, transit accessible jobs increased by 14,000.

**191%** INCREASE  
in property values



Land use and transportation agencies in Evanston, IL coordinated policies to increase property values, allowing the city to lower its tax rate.

**\$700** MILLION  
in savings



A study from the Transit Cooperative Research Program found that coordinating transportation and health services can save millions nationwide.

Access is an essential service common to all communities. Residents need access to healthy food, healthcare, social connections, and jobs or education. Businesses need a productive workforce and consistent customer base. Workers need reliable access to jobs at an affordable commuting cost. Communities that integrate transportation and business interests tend to be economically robust – which translates into a continuously increasing tax base. When all transportation modes are safe and convenient, residents need government services less. Everyone can access a greater number and variety of jobs and support a thriving local economy.

[https://www.fhwa.dot.gov/planning/health\\_in\\_transportation/](https://www.fhwa.dot.gov/planning/health_in_transportation/)

## ECONOMIC BENEFITS IN TRANSPORTATION

MAKING  
CONNECTIONS

## What can you do to support your local economy?

Informed transportation decisions ensure safe and reliable transportation access for the entire community. Individual transportation agency staff contribute to decisions that promote job access, improve exercise, and sustain a healthy lifestyle. In other words, decisions that positively impact health and the local economy.

The Federal Highway Administration has gathered noteworthy facts and real-world examples into a series of short brochures to help transportation practitioners improve access options, while promoting health and supporting the local economy. Look for individual brochures on - *Active Transportation, Complete Streets, Rural and Small Town Transportation, Interagency Cooperation, and Public Transit.*



U.S. Department of Transportation  
Federal Highway Administration



# What Are the Economic Benefits of Transportation?



## FOR COMMUNITY MEMBERS

### **Increased residential property values and neighborhood stability**

Homes located near transit-rich or walkable areas are in demand! Generally speaking, homes near rail or bus rapid transit have 8% higher property values than similar properties without transit access. And, according to a survey from the National Association of Realtors, over 80% of people look for a home with sidewalks and places to walk. Several studies have also shown increased property values of homes located near trails.



### **Improves wellbeing of residents**

Being in good health can be good for your wallet! Exercise, including walking and bicycling, improves a person's overall health, and can reduce illness and related medical expenses. One study found that people living near a trail were shown to be more likely to exercise than those living farther away.

### **Connects people to jobs**

Land use and transportation planning decisions can improve mobility, by providing safe and convenient travel options. Access to school, work, affordable housing, or critical services can make a major difference in people's lives. For example, public transit can produce up to 2.5 times more jobs in areas with high unemployment, compared to areas with low unemployment.

## FOR LOCAL GOVERNMENTS

### **Increased tax revenues**

Communities thrive when increased tax revenues provide opportunities for local governments to invest. Sidewalks, bike lanes, and trails can revitalize a neighborhood, attracting new businesses and investments, and increased retail sales. With increased sales and property taxes, local governments will receive more in tax revenue without raising rates.

### **Decreased demand for government services**

Public transit can be a lifeline to finding and holding a job. Targeted public transit systems have shown \$1.60 and \$1.70 in user and societal benefits for every \$1 invested in the transit service. Improved or expanded service can attract higher ridership rates, which can reduce overall operating costs.

### **Attracts Business Investment**

Coordinating land use planning and transit services can create attractive neighborhoods for new businesses. Small businesses are more likely to choose locations in mixed use neighborhoods with robust transit services. Resilient transit oriented neighborhoods depend on careful coordination between land use and transportation agencies.



## FOR BUSINESSES

### **Increased sales and decreased vacancies**

Active streets with foot traffic are attractive to businesses and safe, multimodal street designs encourage people to get out of their cars. Many towns have seen new businesses set up after adding sidewalks, bike lanes, transit, or traffic calming measures. In fact, multimodal redesigns can reduce commercial vacancies by 50-70%.

### **Expanded labor pool**

Public transit connects more people to jobs, providing options for job seekers and hiring companies alike. A study of three innovation districts found that removing public transit investment from their plans would reduce their labor pool by over 2.4 million collectively, due to increased travel times.

### **Supports tourism and related spending**

Bicycling is now a growing industry in many small towns and rural areas. Trails and other bicycle facilities can draw visitors and create opportunities for supportive services and retail.

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Sources in this brief include: NAR (2017). Chetty (2014). Boarnet (2017). LGC (2013). Thakuria (2013). Public Transportation's Role in the Knowledge Economy, APTA and EDR Group (2016). Center for Transportation Studies (2010). Economic Benefits of Coordinating Human Service Transportation and Transit Services, Burkhardt, J., Koffman, D., Murray, G. (2003). APTA (2017). Research Results Digest 393, NCHRP (2015). EPA (2006). Photos: Shutterstock.