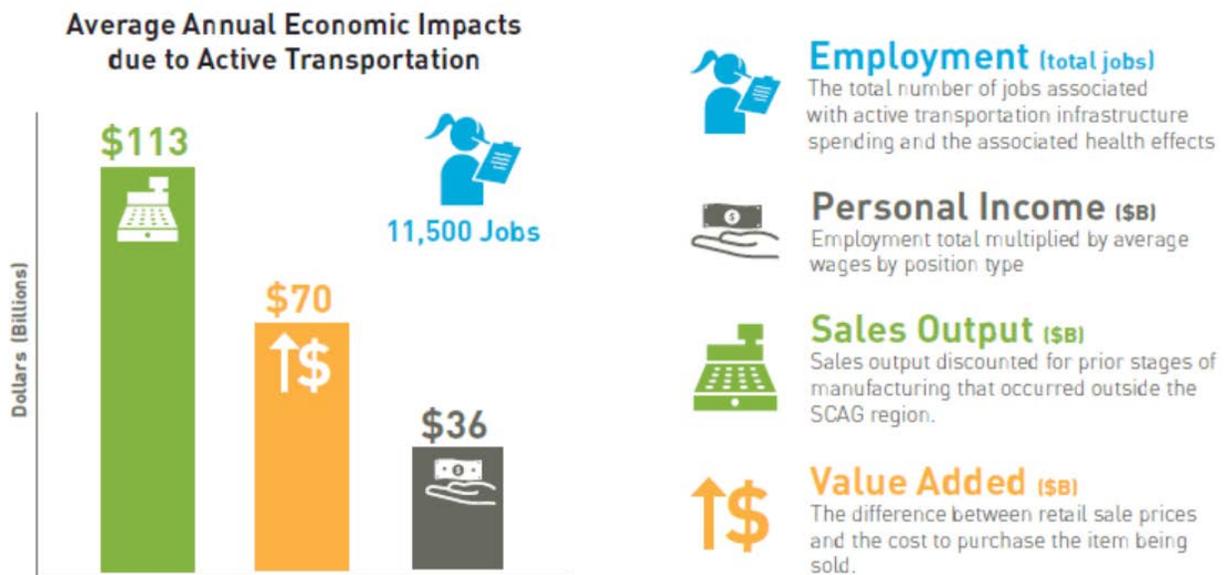


## MAKING THE CASE – Economy

Investing in Active Transportation makes economic sense. More of the costs associated with building the infrastructure are spent locally, as specialized machinery and larger construction firms (allowing local hiring) are not always required. Regular use of active transportation facilities often result in more disposable income from less automotive usage and maintenance, as well as the increased health.

SCAGs 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) includes nearly \$13 Billion in active transportation investments. Implementing the active transportation investments, coupled with people walking and biking will result in significant annual and cumulative economic benefits. Average annual impacts on employment will be 11,500 jobs. Over the life of the plan, economic benefits of over \$36 billion in personal income, \$113 billion in output sales and \$70 billion in value will occur in the SCAG region.



### Active Transportation Infrastructure Workforce Impacts

Workforce impacts associated with active transportation infrastructure spending include construction and program job creation, contributing on average 6,347 (55%) of the total net jobs created per year. Job loss does occur in the healthcare sector due to less demand from a more active, and consequently healthier, population. Healthier people are also more productive workers. The labor productivity gains of healthier workers far outweigh healthcare sector employment loss. On average, 4,243 (36%) net jobs per year are gained from better health.

## Sales Output

Cumulative output over the life of the RTP/SCS is \$113.3 billion. Output is impacted strongly by improvements in labor productivity due to healthier workers; \$79.5 billion or approximately 70% of economic growth is attributable to health. An additional increase of \$26.6 billion in output is expected to come from construction and strategy spending; construction increases are more profound after 2020 as a higher level of construction spending begins.

## Personal Income

Over \$35.7 billion in personal income is gained over the life of the plan from the active transportation portion of the RTP/SCS.

Every \$1 spent on active transportation infrastructure and programs over the course of the RTP/SCS creates:



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## Economic Returns from 2016 RTP/SCS Active Transportation Spending

Implementing the RTP/SCS will increase physical activity, resulting in healthier communities and greater monetary impacts. Decreased healthcare spending shrinks the economy slightly, but is far outweighed by economic expansion due to healthier workers. Additional gains are expected from construction and travel spending.

## Sales Output

When normalized by RTP spending, every \$1 spent is expected to increase sales output by \$8.41. Sales output is impacted strongly by improvements in labor productivity due to healthier workers and fewer healthcare expenditures. Health-driven output for every \$1 spent on the RTP equates to \$5.96.

Construction spending rippling through the economy also contributes to sales output, equating to \$1.97 in output from construction and strategy spending for every \$1 spent on the RTP.

## Sales Output Return Breakdown of 2016-2040 RTP/SCS

