

What CityBus Means to the Local Economy



“CityBus’s impact is substantial, representing a return of nearly 5 to 1 when comparing the total income impact to CityBus’s operating budget (2005) of \$7 million.”

How Transit Gives Rise to Economic Benefits

Methods of analysis developed by the federal government (FHWA/EPA/FTA) identify four ways in which transit can create measurable economic value:

Congestion Relief Benefits: Transit can help reduce congestion-related accidents, delays, extra fuel and other auto-related expenses, and environmental emissions.

A conservative estimate finds, in the absence of CityBus, an additional 2.3 million road trips, translating into

CATEGORY OF IMPACT	INCOME	EMPLOYMENT
Congestion Relief	\$8.2 million	429 jobs
Affordable Mobility	\$10.8 million	564 jobs
Neighborhood Development	\$3.7 million	193 jobs
Operational	\$11.6 million	395 jobs
TOTAL:	\$34.3 million	1,582 jobs

10.3 million vehicle miles traveled (VMT), would congest the roads of Lafayette-West Lafayette.

Affordable Mobility Benefits: Transit generates a higher economic standard of living for low income households; and it fosters budgetary savings in non-transportation social services.

With the absence of CityBus, an estimated 223,000 work trips by

low-income riders would be foregone annually. The cost of foregone employment coupled with alternative transportation costs is \$10.8 million annually.

Neighborhood Development Benefits:

Transit can act as a spur to urban and suburban economic development.

The annual economic benefits of the Wabash Trolley Line total \$3.7 million. The trolley links

Purdue University with downtown Lafayette-West Lafayette for the purposes of housing/retail development.

Enterprise Benefits:

As a regional business enterprise, transit generates employment and income for workers and suppliers.

The direct, indirect, and induced impact of CityBus’s operation is \$11.6 million annually.