

Light Rail Transit in the Spokane Region (Document listing: Economic Impact)

Economic Benefits:

The Steering Committee conducted a comprehensive economic impact study as part of its overall analysis before recommending to the STA Board that the region invest in high capacity transit. The report specifically focused on factors unique to the Spokane region. It estimated impacts based on making an investment in high capacity transit compared to no investment. Finally, it questioned the ability of bus rapid transit (promoted by the Federal Transit Administration as more suitable for small cities) to act as an economic stimulus and its potential to influence community development. The report was published in July 2005 and provided to a number of business groups and elected officials for critical review. Many questioned the report but none could successfully refute it.

The complete report can be downloaded in PDF by selecting it from the *InlandRail* documents list after you return.

SUMMARY OF IMPACTS - CORRIDOR TOTAL (MILLIONS OF 2003 DOLLARS)

	No Build Alternative			Light Rail Alternative			Difference		
	2003	2015	2025	2003	2015	2025	2003	2015	2025
Construction Impact**									
Total Output	na	\$0.0	na	na	\$260.2	na	na	\$260.2	na
Total Jobs	na	0	na	na	525	na	na	525	na
Total Payroll	na	\$0.0	na	na	\$112.3	na	na	\$112.3	na
Economic Impact									
Total Output	na	na	na	na	na	\$1,411.3	na	na	\$1,411.3
Total Jobs	na	na	na	na	na	17,288	na	na	17,288
Total Payroll	na	na	na	na	na	\$561.6	na	na	\$561.6
Direct Jobs Impact	71,320	80,723	88,560	71,320	83,496	96,962	0	2,773	8,403
Taxable Property Value	\$2,492.0	\$3,549.3	\$4,430.4	\$2,492.0	\$3,808.1	\$5,214.6	\$0.0	\$258.8	\$784.3
Property Tax Revenues	\$37.3	\$53.2	\$66.5	\$37.3	\$57.1	\$78.2	\$0.0	\$3.9	\$11.7
Taxable Sales	\$2,031.1	\$2,109.6	\$2,175.0	\$2,031.1	\$2,243.3	\$2,580.2	\$0.0	\$133.7	\$405.1
Sales Tax Revenues	\$54.5	\$57.2	\$59.5	\$54.5	\$60.2	\$68.4	\$0.0	\$2.9	\$8.9

**Construction impact data for 2006 to 2011 for Shared Track High Alternative

- "Once the impacts of transit oriented development in the corridor were fully realized in 2025, the on-going operations of new businesses in the corridor combined with the multiplier effects of this new economic activity on the county overall would generate about 17,300 jobs, \$561.6 million per year in payroll, and \$1.4 billion per year in output or value of goods and services produced."

- "Bus Rapid Transit has the potential to solve many of the common deficiencies in existing bus service. However, while Bus Rapid Transit can be as effective in relieving congestion as light rail, there is little evidence that it supports or stimulates the same level of transit oriented development."

The STA Board dismissed the report as too optimistic. Ironically, its most outspoken critics were elected officials from the City of Spokane Valley, the municipality identified to reap the greatest benefit from an investment in light rail for the south valley corridor.