

Growing Wealthier

Smart Growth,
Climate Change
and Prosperity

Chuck Kooshian
Steve Winkelman

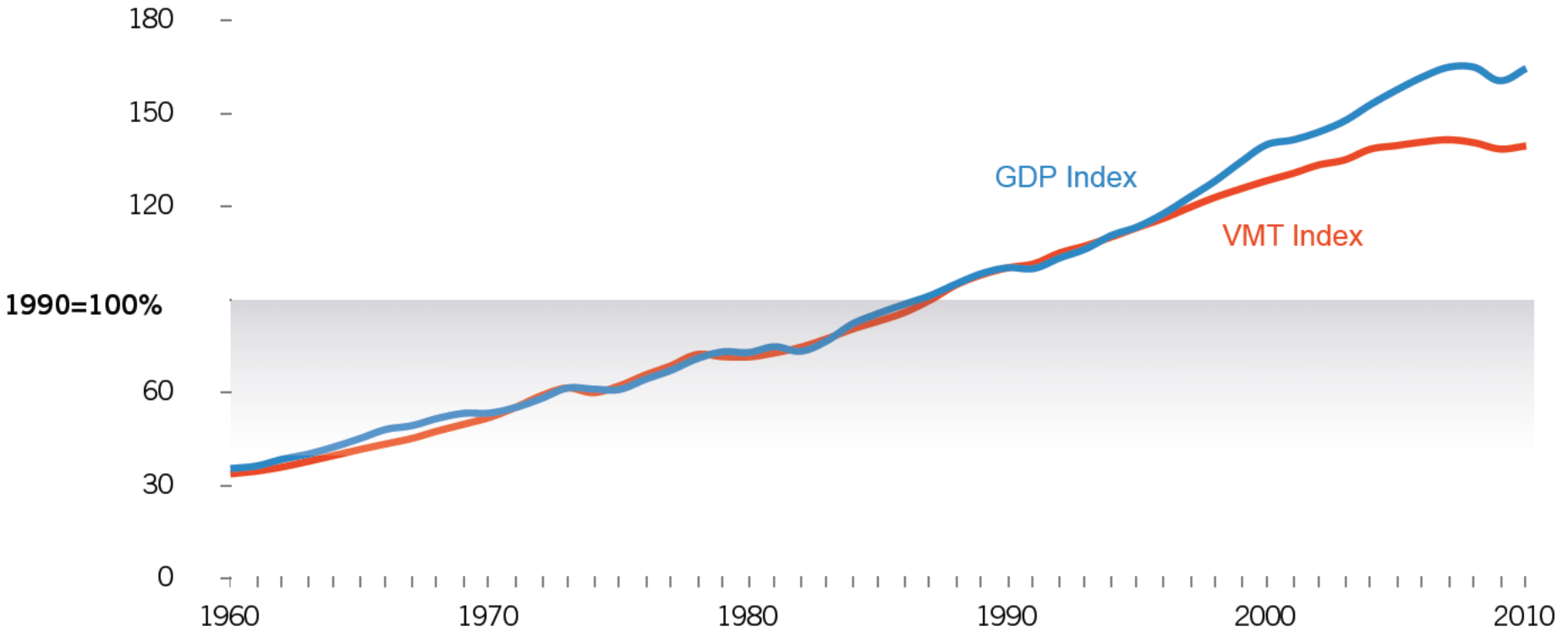
Center for
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Rail~Volution
October 17, 2011
Washington DC

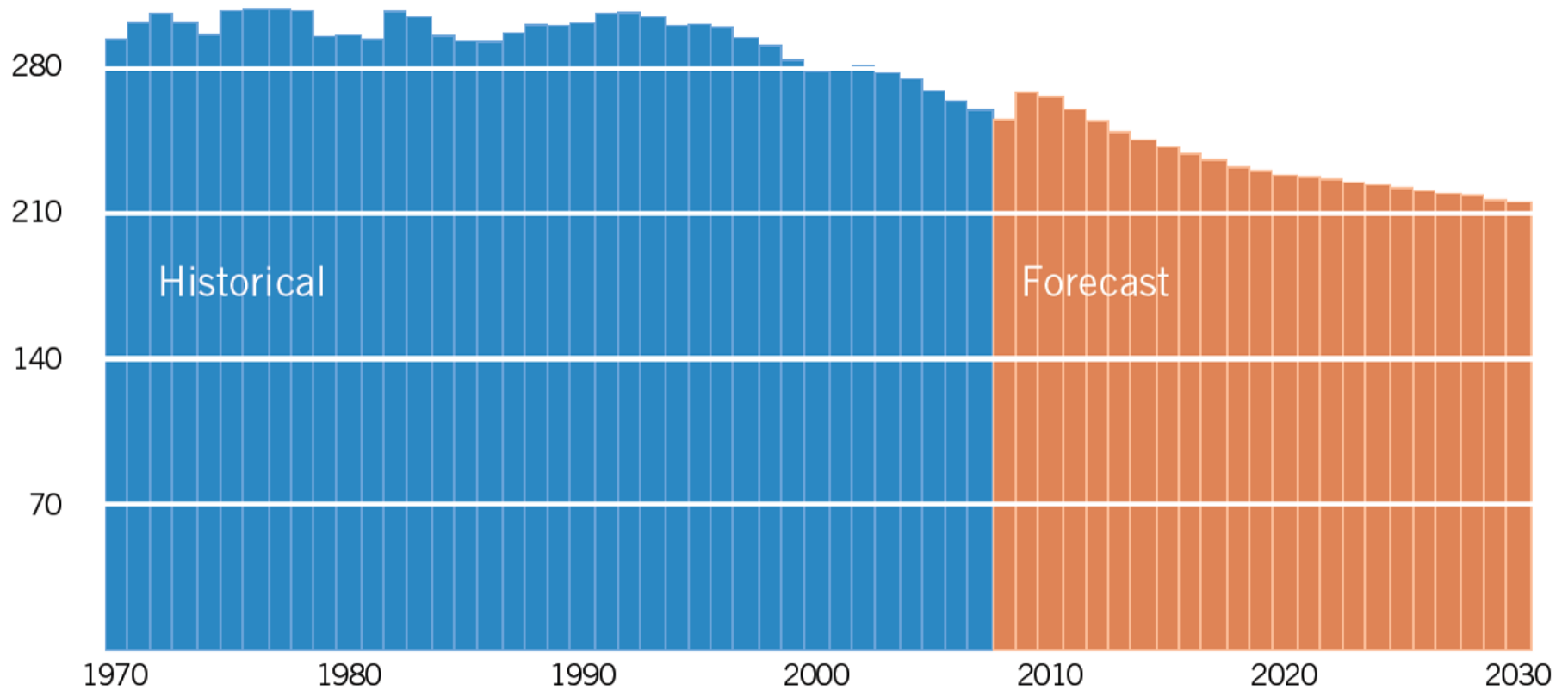


Source: *Growing Wealthier*, CCAP 2011

By 1996 economic growth began to outpace driving growth.



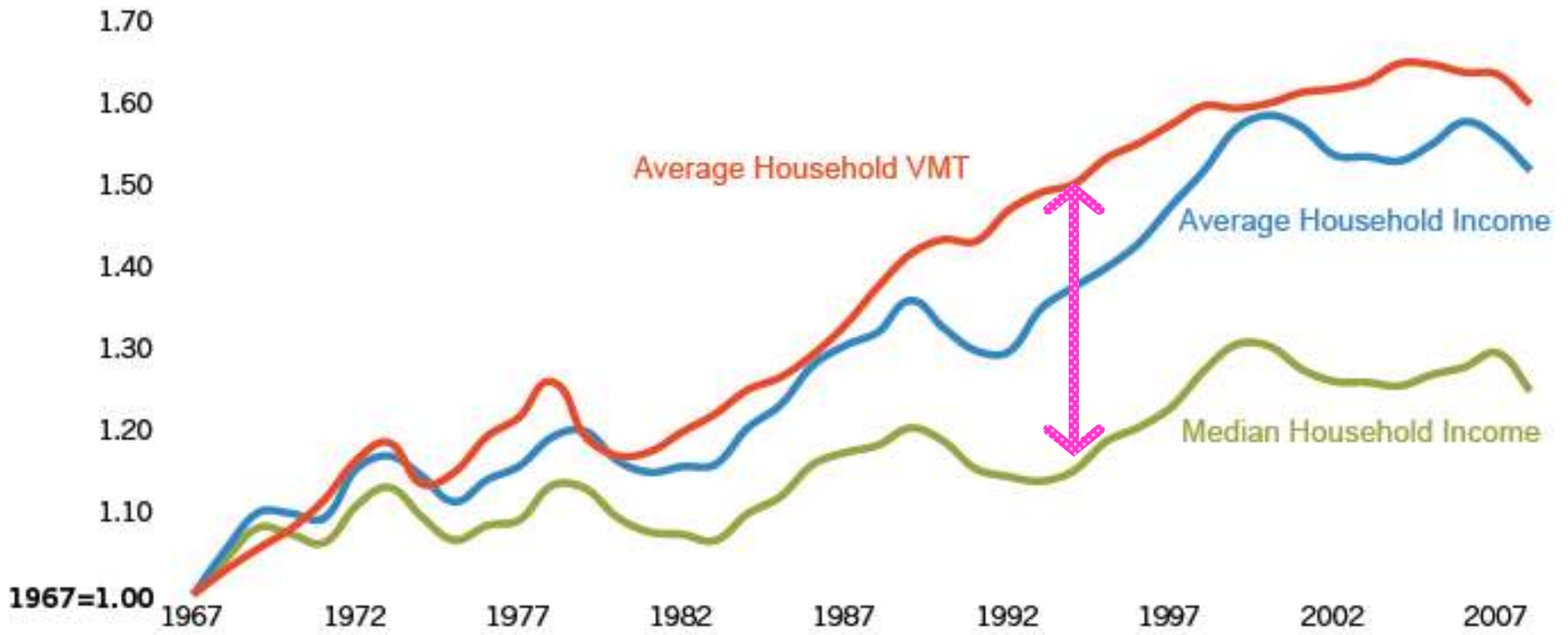
US Vehicle Miles Traveled per \$1000 GDP



Source: US Chamber of Commerce, as cited in *Growing Wealthier*, CCAP 2011

It takes fewer miles to make a GDP dollar than it used to.





Source: *Growing Wealthier*, CCAP 2011

Most households are driving substantially more, but their income has not grown proportionally over the last 40 years.





Travel that contributes little or nothing to households and local economies might be called “**empty miles**”



Business

Household

Municipal & Regional

National

Return on Investment

Access to new markets

Reduced investment risks

Construction & transit jobs

Higher property values

Productivity enhancements due to agglomeration

Enhance or preserve housing values

Better access to jobs

Higher public revenues

Reduced citizen opposition to development

Attracts private investment

More efficient economy

More efficient use of transportation investments

Construction & transit jobs

Dallas: Retail grew 33% in 1st year after light rail began

Portland: \$100 million public investment in streetcar attracted \$3.5 billion in adjacent **private investment**

Denver: **households** within ½ mile of light rail line rose in value by 18% 2006-8; other Denver homes lost 7.5%

US: Investments in transit create 2X **jobs** as in highways

Business	Household	Municipal & Regional	National
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Savings on Expenditures

Employee health care savings	Save on travel costs	Infrastructure savings (construction & operation)	Energy security
Better information & decision making	Reduced energy & water use		Health care savings
Reduced parking requirements	Health care savings	Reduced costs from urban decline	
Reduced energy & water use	Lower taxes for infrastructure services	Green infrastructure (such as natural filtration) replaces gray infrastructure	

Sacramento: Infrastructure savings: \$18,000 per household

Bay Area: \$140 million in **health** savings by 2035

Sarasota, FL: Downtown development cost city 50% less than similar suburban development and generated 8 times the **tax revenues**

Garland, TX: Tree canopy diffuses 19 million cubic feet of runoff per storm, displacing the need for \$38 million in retention **infrastructure**

Business	Household	Municipal & Regional	National
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Improved Quality of Life

Quality places attract high quality workers	Better access to services	Reduced exposure to congestion	Reduced GHGs
	Affordable housing	Thriving public spaces	
Improved environment for small businesses	Access to nature & recreation	Growth reflects community values	
	Increased physical activity	Protects natural	

US: Lower rates of **pedestrian fatalities** in compact urban areas, higher rates in car-oriented suburban areas

Seattle: Increase in neighborhood walkability was associated with more time spent walking and lower **body-mass-index**

Placemaking efforts in Ohio, Kentucky, Washington DC, others help attract **new businesses** and visitors to formerly depressed areas.

Equip & Empower

Growing the Livability and Economy Toolbox

- Modelers
- Researchers
- Practitioners
- Federal Agencies

Finding and filling the gaps in what modelers can do and what practitioners need.



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