

Method of Calculating Economic Impact

Using a Discounted Cost-Benefit Analysis.

US 67 Bypass

Based off of a cost benefit model developed by NCTCOG staff, the US 67 Bypass project should have a net positive effect on the economy of \$22.4 million annually and create 244 jobs when completed. During construction there will be a net benefit to the economy of \$37.5 million and 204 jobs over each of the two years of the project. This project will have a long-term return on investment of 557% and generate 139% in taxes as the project cost (assuming a 25% capture rate).

$$W_t = B_t - C_t$$

$$J = W_t / Y$$

$$B_t = (CO_2 * Z) + (Hours\ Saved * L) + (G_t * M) + (Gas\ Saved * P_G) + (Lives * \beta)$$

$$C_t = \frac{PV(1+r)^t * r}{(1+r)^t - 1}$$

W_t = Net effect

B_t = Benefits

C_t = Costs

G_t = Government Spending

M = Multiplier

r = Interest Rate

t = time

Y = Economic output per job.

J = Total jobs created

PV = Present Value

P_G = Price of Gas

β = Economic Value of a human life

B_t = Benefits will use available data on benefits to core economic activities (excluding real estate). Consideration has been given to the economic benefit of hours saved and pollution reduction. The long term benefits are \$26,469,383 annually.

β = Economic Value of a human life is set at \$6 million according to TIGER grant application.

C_t = Costs are based on just the TIGER funds of the project (PV) or \$150 million. These costs have been annualized to match benefits. The annual cost is \$4,029,320.

GasSaved = The total amount of gallons of gas saved as a result of the project. This project is predicted to save 2,111 gallons a day in fuel. This number is then multiplied by 250 to get the total saved.

G_t = Government Spending is the actual amount of construction spending that occurs in any given period. For the US 67 project it is assumed to be \$25 million during each of the two years of construction. The total cost is \$85 million with all right of way already acquired.

Hours Saved = Total hours saved for the region each year after completion of the project will be 770,250 hours according to NCTCOG. This is based on a daily savings of 3,081 hours. No numbers exist for congestion created by the construction. Traffic is assumed to be unaffected by construction.

L = The cost of 1 hour spent in traffic. According to the Texas Transportation Institute, the cost of 1 hour is \$15.47 per hour for personal transportation and \$102.12 for freight traffic. NCTCOG Traffic studies have found that approximately 17.5% of all traffic is freight traffic through the 67 Bypass. The combined numbers are \$30.63 per hour saved.

Lives = Number of traffic fatalities prevented as a result of roadway improvements. There have been 221 wrecks in the project area with 4 fatalities. Turning the 2 lane road into a divided 4 lane road is expected to result in a 40% reduction in crashes. This would save 0.267 lives per year or 8 lives over the next 30 years.

M = this is the multiplier applied to construction spending. It is a made up number assumed to be 1.5. The range provided by the Congressional Budget Office for infrastructure projects is 1.0 to 2.5 over the short term.

CO_2 = Carbon Dioxide reduced. NCTCOG model found a decrease of 20.45 tons per day. This was multiplied by 250 to get an annual total.

P_G = Price of Gas is set at \$2.10 per gallon of unleaded.

PV = Total cost of the project in today's dollars. The total cost is \$50 million with all of it coming from the TIGER grant.

r = The interest rate will have a significant effect on the outcome of the model. The lower the rate used the larger the benefits of the project. The model is set at 7% as required in TIGER grant application.

t = Time is the number of years that will be used to price the project out over. The longer the period used, the larger the benefit of the project. The model is set at 30 years.

Y = Economic output per job is the amount of Gross Domestic Product required to create one job. The White House Council of Economic Advisors set this at \$92,000.

Z = the cost of 1 ton of Carbon Dioxide set at \$33. This number specified in the TIGER application.

Total Cost	Construction Total	TIGER Request	Hours Saved per Day	CO2 Reduced (in tons/day)	Fuel Saved (in gallons)	Lives Saved	Cost of an Hour	Cost/Ton of CO2	Cost of Gallon of Fuel	Cost of Life Lost
50,000,000	50,000,000	50,000,000	3,081	20.45	2,111	0.267	30.63	\$33	\$2.10	6,000,000

Annual Cost	Net Benefits (In \$ per year)	Net Effect (In \$ per year)	Net Benefit of Hours Saved (In \$ per year)	Net Benefit of Pollution Reduction (In \$ per year)	Net Benefit of Fuel Saved (In \$ per year)	Net Benefit of Lives Saved (In \$ per year)
\$4,029,320.18	\$26,469,320.18	\$22,440,062.01	\$23,592,757.50	\$259,945.50	\$1,108,275.00	\$1,599,638.01

Years to Complete	Short Run Construction Benefit (In Dollars)	Jobs in Short Run	Jobs in Long Run	Total Short Run Jobs	Benefit to Cost Ratio	ROI (total economy)	Tax Revenue Replaced
2	37,500,000.00	204	244	408	6.57	556.92	139.23%

NCTCOG Presentation

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TxDOT Fort Worth's website for DFW Connector Project

ftp://ftp.dot.state.tx.us/pub/txdot-info/ftw/dfw_connector/fact_sheet.pdf

Texas Transportation Institute at Texas A&M Study on Traffic Congestion

http://tti.tamu.edu/infofor/media/archive.htm?news_id=5206

Texas Commission on Environmental Quality funding methods

http://www.ectausa.com/documents/07Wescott_001.pdf