

Eastern Corridor PE/EIS



BENEFIT/COST ANALYSIS Preliminary findings and key conclusions

- C 4% Discount Rate & \$2003; basic analysis construct per peer group input
- C Construction related short-term benefits not included
- C Economic impact benefits measured by REMI in terms of Gross Regional Product (GRP)
- C Analysis Period 2006-2034, Construction Period 2006-2013

Total Costs (Present Value \$2003) ^[1]

Highway Total Cost ^[2]	\$ 477,278,000
Rail Transit Total Cost	\$ 579,928,000
Expanded Bus Total Cost	\$ <u>301,871,000</u>
Total Multi-Modal Program Cost	\$ 1,359,077,000

Notes: [1] Total Cost includes construction costs and operating & maintenance costs through Year 2034.

[2] Highway Total Cost includes \$45M in TSM construction cost; TSM O&M costs are not included.

Total Benefits (Present Value \$2003)

Travel Time Savings	\$ 914,594,000	
Vehicle Operating Cost Savings	\$ 209,254,000	
Accident Cost Savings	\$ 117,104,000	
Emission Cost Savings	\$ 1,329,000	
Transit Mobility Benefits	\$ 23,662,000	
Economic Impacts w/o Business Attraction	\$ <u>1,562,860,000</u>	
Multi-Modal Transportation Benefits	\$ 2,828,803,000	(basic transportation benefits only)
Economic Impacts w/Business Attraction	\$ <u>11,141,940,000</u>	
TOTAL MULTI-MODAL BENEFITS	\$ 13,970,743,000	(transportation + new investments)

Key Conclusions:

- C Ratio of Total Multi-Modal Benefits to Total Costs **10.3**
- C Ratio of Multi-Modal Transportation Benefits to Total Costs **2.1**
- C Internal Rate of Return (based on Transportation Benefits only) **13%**
- C Improved accessibility benefits by Year 2034
 - Increase in population **11,800 people**
 - Increase in employment **10,220 jobs**
 - Increase in Gross Regional Product **\$23 Billion**