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Benefit-Cost Ratios	
Heartland Flyer Extension	
<i>Source: Kansas City-Wichita-Oklahoma City-Fort Worth Corridor Passenger Rail Service Development Plan, issued November 2011, pp. ix, x, 115, 116, 121, 123-127, Appendix B</i>	
<i>"comparing the societal impacts of building the system to a no-build scenario"</i>	
Benefit-Cost ratio	
0.83 if a 30% contingency	A conservative estimate based on Federal Railroad Administration (FRA) guidelines; uses a 4.0 percent discount rate to get to 2011 dollars
0.87 if a 15% contingency	same as above
	FRA guidelines <u>exclude</u> certain monetizable benefits: - economic development around station; - travel time differences; - land use changes or land value changes; - economic productivity not directly attributed to passengers, effects of construction-related delays, or the value of fares
	Benefits considered are direct benefits to the passengers, such as time savings and improved reliability, vehicle cost savings, savings from fewer vehicle crashes, reduced auto emissions, and productivity benefits.
	Benefits to the general public considered are reductions in automobile emissions and noise pollution, improved safety, and a reduction in the economic costs of imported oil.
	Why economic development is not included: - it is difficult to predict; - it can constitute double counting of benefits; - it may not be totally attributed to the new transportation mode.
	Costs included: construction, rolling stock, one-time start-up costs, annual operating and maintenance costs, residual value
KC-OKC-FW Daytime Service	
<i>Source: Kansas City-Wichita-Oklahoma City-Fort Worth Corridor Passenger Rail Service Development Plan, issued November 2011, p. 128, Appendix B</i>	
0.61 30% contingency	

KC-OKC-FW Service (not specifically Daytime Service)		
Source: "Northern Flyer Alliance Economic Benefit Study," The University of Kansas School of Business Consulting, delivered December 2009		
Return on Investment		
1.09 over one year 2.52 over 5 years 3.58 over 10 years		An estimate that used the IMPLAN model, which separates direct, indirect, and induced effects on counties, states, and regions. The study used the 2000 Kansas Rail Feasibility Study as baseline for ridership and costs. The estimate provided here is base ridership + marketing strategies + cost avoidance (for traffic fatalities and injuries).
4.6		adds tax impact to the above; "for each \$0.65 of net investment, NFA project produces \$2.94 in economic benefits"; assumes 10% all taxes impact on value produced
current Heartland Flyer route		
Source: "The Heartland Flyer, Oklahoma's Passenger Rail Service Economic Benefit Report," prepared by Carter-Burgess for ODOT, delivered April 2005		
2.02	income method	\$11.4 million in direct spending attributed to the operation of the Flyer June 1999-December 2004 yielded \$23.1 million in economic activity (\$6.9 million in earnings to Oklahoma residents, the equivalent of 349 jobs either directly or indirectly, and \$775,825 in state and local taxes)
		transportation user benefits method (savings in travel time and cost, value of time): savings of \$1.55 million
Kansas City-Lawrence-Topeka-Newton-Wichita corridor		
Source: "Kansas Rail Feasibility Study Executive Report," prepared by Transportation Economics & Management Systems, Inc. (TEMS), March 2000		
1.75 - 1.35		The report states subsidies would be expected to decline over time, financial results would be better for 110-mph trains than for 79 mph trains, operating costs decline when the service is connected to a rail network, and none of the corridors, or corridor segments, could justify rail passenger service unless the substantial capital costs for the system are funded from state and federal sources.

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Upcoming Analysis	
<i>Source: memorandum, KDOT to Senate and House Transportation Committees and Kansas Rail Caucus, 9 February 2012</i>	
"KDOT has begun work to conduct additional economic analysis using the TREDIS model that the department currently uses for the economic analysis of transportation projects. This analysis will consider estimated job creation during construction . . . and later during the operation of the service [plus] increased economic development estimated to result from the new service."	
KDOT will consider whether to use Midwest Interstate Passenger Rail Coalition methodology and criteria to supplement its analysis.	
<i>Prepared by KLRD, October 2012</i>	