

## **BENEFIT-COST (BCA) METHODOLOGY AND ASSUMPTIONS**

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The benefit-cost analyses outlined in this report compared the total project cost for planned transportation improvements to the aggregate value of the following quantified project benefits:

- Time-savings for operators of passenger vehicles
- Time-savings for operators of heavy trucks
- Passenger-vehicle mobile-source emissions savings
- Heavy-truck mobile-source emissions savings
- Passenger-vehicle social cost of carbon savings
- Heavy-truck social cost of carbon savings

Because the project includes a costly elevated section that would be designed and built to last for decades benefits were projected over the 50-year period from 2025 to 2074. All future benefits except the social cost of carbon were discounted at an annual rate of seven percent. For benefits related to the social cost of carbon, future unit values developed by the U. S. Environmental Protection Agency, incorporating a three-percent per annum discount rate, were applied. Benefits were derived by comparing the costs associated with the build and no-build alternatives and calculating the difference for each year.

The costs used to calculate benefits were based on output from the Gulf Regional Planning Commission (GRPC) Travel Demand Forecasting Model for the Mississippi Gulf Coast Area (Hancock, Harrison and Jackson counties). Output data for streets and highways in Harrison County were used to compare vehicle-miles traveled (VMT) and vehicle-hours traveled (VHT) for the build and no-build alternatives by year. Data were derived for both heavy trucks and passenger vehicles in order to apply factors and unit values appropriate to each category.

### **Project Cost**

The total estimated cost for construction of the proposed project is \$95,000,000. The estimated annual cost for maintenance of the two-and-a-half-mile corridor is \$54,222. The undiscounted aggregate cost for roadway construction and maintenance over the 50-year life of the project, from 2025 to 2074, totals an estimated \$97,711,120.

### **Existing and Improved Network Assignments**

The GRPC Travel Demand Forecasting Model was used to generate daily traffic assignments for the existing street and highway network from 2020 to 2040. Data for subsequent years were extrapolated by deriving and applying annual growth factors. Aggregate operating data for streets and highways in Harrison County were extracted from the model output and used to establish the baseline condition for the analysis.

Daily VMT on the existing network were projected to increase from 7,278,250 in 2025 to 11,187,393 in 2074 (see Table 1-1). Daily VHT were projected to increase from 194,582 in 2025 to 329,551 in 2074. Data from the model assignments were also used to derive passenger-vehicle

and truck factors for use in distributing VMT and VHT (see Table 1-2). This made it possible to apply rates appropriate to each vehicle type in projecting emissions, time-savings and carbon output.

### **Projected Travel Time Savings**

Traffic assignments were also generated for the improved network, and output VMT and VHT were compared to base network data in order to measure the projected reduction in both overall distance traveled and the amount of time spent traveling. Annual reductions in VHT were substantial, increasing from 833,205 hours in 2025 to 1,378,028 in 2074. Recommended values from the “Benefit-Cost Analysis (BCA) Resource Guide” were updated to 2015 dollars and used to assign value to these time-savings. A unit value corresponding to local travel for all purposes (\$13.23) was used to monetize passenger-vehicle time-savings; another representing intercity travel for all purposes (\$19.33) was adopted for trucks. The total projected value of time-savings over the 50 years from 2025 until 2074 amounted to more than \$729 million in real dollars.

### **Projected Vehicle Emissions Savings**

Annual passenger-vehicle emissions for four criteria pollutants regulated by the U. S. Environmental Protection Agency (EPA), in conformance with the National Ambient Air Quality Standards (NAAQS), were estimated using the South Coast Air Quality Management District EMFAC2007 factors for passenger vehicles (including light-duty delivery trucks) and heavy-duty combination trucks. Factors associating VMT with output in pounds were used to estimate annual emissions for oxides of nitrogen (NOX), particulate matter (PM10 and PM2.5) and sulfur dioxide (SOX). Passenger-vehicle and truck emissions were projected for the existing network from 2025 to 2074 (see tables 1-3 and 1-4). Recommended values per metric ton from the “Benefit-Cost Analysis (BCA) Resource Guide” were used to generate annual costs associated with each of the pollutants.

While not a designated pollutant, carbon dioxide has been targeted for reduction, and Federal agencies have priced and discounted the social cost of carbon well into the future, making it possible to monetize benefits associated with cutting carbon emissions. The analysis determined the social cost of carbon associated with passenger-vehicles and trucks operating on the existing network over the 50-year period from 2025 to 2074 (see Table 1-5).

The same methodology was applied to output for the improved network, yielding annual passenger-vehicle and truck emissions costs and the long-term social cost of carbon for the project. The results are presented in tables 1-6, 1-7 and 1-8.

### **Overall Benefit Calculations**

Having already calculated total travel time-savings, emissions savings were derived by finding the difference between annual costs associated with the existing street-and-highway network and the improved network. Savings related to travel time, passenger-vehicle emissions and pollutant output from trucks were then summed to yield the total non-carbon savings for each year from 2025 to 2074 (see Table 1-9).

The social cost of carbon was isolated at this stage because the discounted cost of future carbon emissions is built into the recommended values utilized in the analysis. Annual maintenance costs were next subtracted from the summed non-carbon cost savings, and a discount rate of

seven percent per annum was applied to the result to yield the discounted net non-carbon benefit for each year. Adding this to the previously calculated yearly benefit accruing from reductions in the social cost of carbon provided the total annual discounted net project benefit.

The aggregate net benefit discounted at seven percent over 50 years amounted to \$226,530,860. Comparing this to the initial construction cost of \$95,000,000 yielded a benefit-cost ratio of 2.38 (see Table 1-10). Discounting at three percent resulted in an aggregate net project benefit of \$407,513,749 and a benefit-cost ratio of 4.29 (see Table 1-11).



















**Table 1-8:  
PROJECTED ANNUAL SOCIAL COST OF CARBON GENERATED BY PASSENGER VEHICLES AND TRUCKS  
ON PHASE 3 IMPROVED NETWORK: 2025-2074**

YEAR	SOCIAL COST OF CARBON (1)	PASSENGER VEHICLES				TRUCKS			
		DAILY VEHICLE MILES (2)	CARBON DIOXIDE FACTOR	DAILY CO2 OUTPUT TONS (3)	ANNUAL SOCIAL COST OF CARBON	DAILY VEHICLE MILES (4)	CARBON DIOXIDE FACTOR	DAILY CO2 OUTPUT TONS (3)	ANNUAL SOCIAL COST OF CARBON
2025	\$57.00	6,872,560.01	1.11078571	3,462	\$72,029,094.08	391,074.06	4.19512979	744	\$15,479,735.51
2026	\$59.00	6,939,160.50	1.11105829	3,497	\$75,297,413.83	395,716.62	4.19349747	753	\$16,206,788.32
2027	\$61.00	7,006,406.31	1.11105829	3,530	\$78,604,293.74	400,412.63	4.19349747	762	\$16,955,018.25
2028	\$62.00	7,074,303.69	1.11105829	3,565	\$80,667,111.26	405,162.69	4.19349747	771	\$17,437,402.66
2029	\$63.00	7,142,858.95	1.11105829	3,599	\$82,762,526.40	409,967.42	4.19349747	780	\$17,928,772.05
2030	\$64.00	7,212,078.46	1.11105829	3,634	\$84,890,977.17	414,827.41	4.19349747	789	\$18,429,267.59
2031	\$64.00	7,274,332.57	1.11105829	3,665	\$85,623,749.59	419,303.15	4.19349747	797	\$18,628,108.21
2032	\$66.00	7,337,123.96	1.11105829	3,697	\$89,061,685.02	423,825.45	4.19349747	806	\$19,417,424.30
2033	\$67.00	7,400,457.25	1.11105829	3,729	\$91,191,523.76	428,394.78	4.19349747	815	\$19,924,142.20
2034	\$68.00	7,464,337.13	1.11105829	3,761	\$93,351,494.37	433,011.63	4.19349747	824	\$20,439,446.58
2035	\$69.00	7,528,768.30	1.11105829	3,794	\$95,541,958.29	437,676.48	4.19349747	832	\$20,963,459.44
2036	\$70.00	7,593,755.54	1.11105829	3,826	\$97,763,280.94	442,389.80	4.19349747	841	\$21,496,304.37
2037	\$72.00	7,659,303.64	1.11105829	3,859	\$101,424,505.46	447,152.10	4.19349747	850	\$22,348,502.41
2038	\$73.00	7,725,417.43	1.11105829	3,893	\$103,720,817.45	451,963.86	4.19349747	860	\$22,902,728.75
2039	\$74.00	7,792,101.80	1.11105829	3,926	\$106,049,213.75	456,825.60	4.19349747	869	\$23,466,202.21
2040	\$75.00	7,859,361.66	1.11105829	3,960	\$108,410,077.11	461,737.81	4.19349747	878	\$24,039,053.19
2041	\$77.00	7,925,947.89	1.11105829	3,994	\$112,243,979.02	467,515.94	4.19349747	889	\$24,988,938.03
2042	\$78.00	7,994,029.17	1.11105829	4,028	\$114,678,353.09	472,428.33	4.19349747	898	\$25,579,449.33
2043	\$80.00	8,062,695.16	1.11105829	4,063	\$118,629,129.26	477,390.81	4.19349747	908	\$26,510,913.56
2044	\$81.00	8,131,950.87	1.11105829	4,098	\$121,143,713.08	482,403.87	4.19349747	917	\$27,124,169.78
2045	\$82.00	8,201,801.37	1.11105829	4,133	\$123,692,741.59	487,468.01	4.19349747	927	\$27,747,293.72
2046	\$84.00	8,273,128.25	1.11105829	4,169	\$127,811,566.80	491,707.27	4.19349747	935	\$28,671,246.50
2047	\$85.00	8,345,075.43	1.11105829	4,205	\$130,457,877.34	495,983.40	4.19349747	943	\$29,264,878.39
2048	\$87.00	8,417,648.29	1.11105829	4,241	\$134,688,694.77	500,296.71	4.19349747	951	\$30,213,953.76
2049	\$87.00	8,490,852.28	1.11105829	4,278	\$135,860,013.63	504,647.54	4.19349747	960	\$30,476,709.10
2050	\$87.00	8,564,692.89	1.11105829	4,316	\$137,041,518.85	509,036.20	4.19349747	968	\$30,741,749.49
2051	\$87.00	8,639,175.66	1.11105829	4,353	\$138,233,299.02	513,463.03	4.19349747	977	\$31,009,094.80
2052	\$87.00	8,714,306.16	1.11105829	4,391	\$139,435,443.50	517,928.36	4.19349747	985	\$31,278,765.07
2053	\$87.00	8,790,090.03	1.11105829	4,429	\$140,648,042.41	522,432.52	4.19349747	994	\$31,550,780.54
2054	\$87.00	8,866,532.96	1.11105829	4,468	\$141,871,186.67	526,975.84	4.19349747	1,002	\$31,825,161.58
2055	\$87.00	8,943,640.68	1.11105829	4,507	\$143,104,968.00	531,558.68	4.19349747	1,011	\$32,101,928.77
2056	\$87.00	9,021,418.96	1.11105829	4,546	\$144,349,478.89	536,181.38	4.19349747	1,020	\$32,381,102.86
2057	\$87.00	9,099,873.63	1.11105829	4,585	\$145,604,812.66	540,844.27	4.19349747	1,029	\$32,662,704.79
2058	\$87.00	9,179,010.59	1.11105829	4,625	\$146,871,063.43	545,547.72	4.19349747	1,038	\$32,946,755.67
2059	\$87.00	9,258,835.76	1.11105829	4,665	\$148,148,326.13	550,292.07	4.19349747	1,047	\$33,233,276.80
2060	\$87.00	9,339,355.13	1.11105829	4,706	\$149,436,696.54	555,077.68	4.19349747	1,056	\$33,522,289.65
2061	\$87.00	9,420,574.74	1.11105829	4,747	\$150,736,271.24	559,904.91	4.19349747	1,065	\$33,813,815.90
2062	\$87.00	9,502,500.67	1.11105829	4,788	\$152,047,147.69	564,774.12	4.19349747	1,074	\$34,107,877.40
2063	\$87.00	9,585,139.07	1.11105829	4,830	\$153,369,424.15	569,685.67	4.19349747	1,083	\$34,404,496.21
2064	\$87.00	9,668,496.14	1.11105829	4,872	\$154,703,199.79	574,639.93	4.19349747	1,093	\$34,703,694.56
2065	\$87.00	9,752,578.12	1.11105829	4,914	\$156,048,574.58	579,637.28	4.19349747	1,102	\$35,005,494.89
2066	\$87.00	9,837,391.31	1.11105829	4,957	\$157,405,649.42	584,678.09	4.19349747	1,112	\$35,309,919.82
2067	\$87.00	9,922,942.08	1.11105829	5,000	\$158,774,526.04	589,762.74	4.19349747	1,122	\$35,616,992.17
2068	\$87.00	10,009,236.85	1.11105829	5,043	\$160,155,307.09	594,891.61	4.19349747	1,131	\$35,926,734.98
2069	\$87.00	10,096,282.08	1.11105829	5,087	\$161,548,096.08	600,065.08	4.19349747	1,141	\$36,239,171.47
2070	\$87.00	10,184,084.29	1.11105829	5,132	\$162,952,997.45	605,283.53	4.19349747	1,151	\$36,554,325.05
2071	\$87.00	10,272,650.07	1.11105829	5,176	\$164,370,116.53	610,547.38	4.19349747	1,161	\$36,872,219.37
2072	\$87.00	10,361,986.07	1.11105829	5,221	\$165,799,559.57	615,857.00	4.19349747	1,171	\$37,192,878.25
2073	\$87.00	10,452,098.98	1.11105829	5,267	\$167,241,433.74	621,212.79	4.19349747	1,181	\$37,516,325.73
2074	\$87.00	10,542,995.55	1.11105829	5,312	\$168,695,847.16	626,615.16	4.19349747	1,192	\$37,842,586.07
TOTAL		429,751,344.40		216,542.82	\$6,374,188,777.41	22,871,944.08		48,203.98	\$1,421,000,050.11

Notes: (1) Recommended carbon values (pre-discounted at 3.0 percent per annum) were updated from 2013 to 2015 dollars, using the Bureau of Labor Statistics Inflation Calculator. (2) From Table 1-6. (3) Metric tons. (4) From Table 1-7.

Source: South Coast Air Quality Management District (2007) for Carbon Dioxide Factor; TIGER Benefit-Cost Analysis Resource Guide (2015) for Social Cost of Carbon.





