



employment in high-growth and high-paying industries.¹ Income measures include net change in real disposable income and net change in farm and forestry income. Estimated change in roadside business sales is the sales variable in this family of performance measures. The reason for including the farm/forestry and roadside business sales variables is to provide a method for appropriately “penalizing” route concepts that might achieve economic growth at the expense of existing businesses. In the latter two cases (farm/forestry and roadside business sales), the *smaller* the negative net change affected by an alternative, the *higher* the score.²

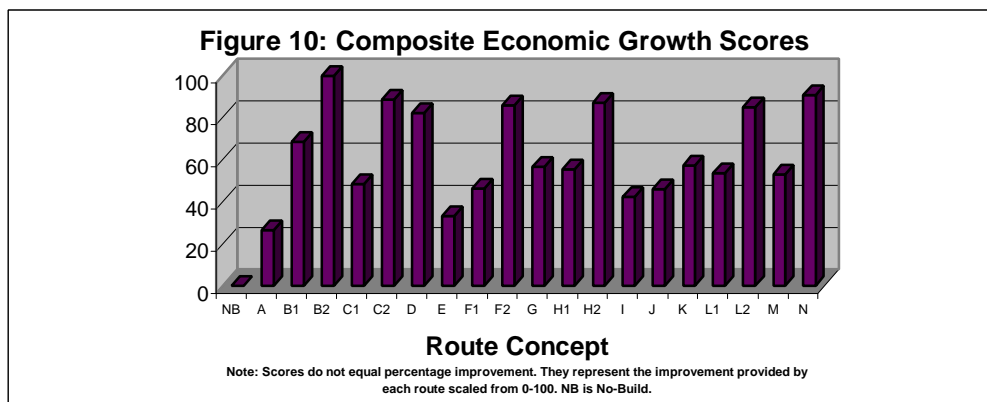


Figure 10 gives the composite scores for long-term economic growth. “B-2” ranks in 1st place by a significant margin. Following “B-2”, six route concepts have scores above 80. In descending order, these routes are: “N”, “C-2”, “H-2”, “F-2”, “L-2” and “D”.

4. Social Distribution of Economic Benefits

The Draft Purpose and Need statement found a relatively low level of real disposable per capita income in most of southwestern Indiana. Accordingly, there are pockets of serious poverty and comparatively high unemployment rates.

¹ This family of performance measures as well as the next are, in part, dependent on regional econometric modeling that was conducted for only seven of the alternative route concepts. This modeling was not conducted for all 19 “build alternatives” due in large part to the inability of these techniques to accurately forecast differences based on variations in route concepts that do not significantly affect “total highway user benefits” (both monetary and non-monetary). All of the route concepts were assigned to a group represented by a single route for which the analysis was conducted. The performance measures for the routes that were not analyzed were assumed to be the same as those that were explicitly analyzed. With three exceptions, the highway user benefits within each respective group fell within a range of 10% of their mean. The three outliers were so different that they were modeled individually. These three were: “A”, “E”, and “K”. Net change in farm and forest income and estimated change in roadside business sales were computed for each of the 19 “build alternatives”, which explains the small variations in composite route scores among groupings of similar routes that were otherwise analyzed as a group.

² Roadside business sales have been computed as a range due to substantial uncertainties about highway alignments in relation to the locations of existing businesses. For this analysis, the low end of the range has been used in order to capture the potential downside effects of a route.