



Recent NERA Economic Impact Projects

Assessment of the Economic Impacts of French Chemical Regulation, 2003.

NERA assisted the French chemical industry and the French government in evaluating the economic impacts of regulating the European chemical sector. NERA worked with REMI to develop a new model specifically for the French economy.

Economic Impacts of Asbestos Litigation, 2003.

NERA worked with the U.S. Chamber of Commerce to estimate the impacts of asbestos litigation on workers in the national and regional economies. This analysis used the IMPLAN model to determine an appropriate sampling of local regions. Given this sample, NERA relied on the REMI model to estimate regional economic impacts.

Economic Benefits of PSEG Power Facilities to Bergen County, 2002.

NERA evaluated the economic benefits of construction as well as continuing operating and maintenance expenditures from the planned development of three power facilities by PSEG Power in Bergen County, New Jersey. The analysis was completed using the IMPLAN model, a detailed economic input-output model used to evaluate economic impacts. The results accounted for the initial effects of PSEG expenditures as well as the effects of subsequent rounds of induced expenditures (multiplier effect) on the region's economy.

Assessment of the Economic and Environmental Effects of California's Zero-Emissions Vehicle Mandate, 2001.

NERA performed a detailed analysis of the effects on emissions of ozone-forming chemicals of California's "ZEV Mandate"-a requirement that large automobile manufacturers that operate in California sell "Zero Emissions Vehicles". NERA produced two reports assessing the regulation's effects on the composition of the state's vehicle population and the resulting effects on overall vehicle emissions. The work also includes an analysis of the macro-economic effects of the regulation on the state's economy.

Economic Benefits of the Whitecap Energy System to the Chicago Region, 2001.

NERA assessed the regional economic impact of the construction and operation of a natural gas pipeline in Illinois. The analyses were developed using the IMPLAN model. The results were presented to Illinois officials.

Evaluation of the Economic Impacts of Proposed Development of the Galleria at Long Wharf in New Haven Connecticut, 2000.

NERA examined the economic impacts associated with the construction of a proposed shopping mall in New Haven, Connecticut. This analysis assessed the degree to which existing sales in the downtown New Haven area and neighboring areas would be affected by the construction of the mall, and the effect of public financing measures.

The Economic Contribution of Continental Airline Operations at Newark International Airport to the Regional Economy, 2000.

This study evaluates the impacts of Continental Airline's operations at Newark International Airport on the regional economies of New York City and New Jersey. The study uses the state-of-the-art REMI model to quantify the current and future contributions of Continental operations to regional income, employment, and other major economic indicators. The study also looks at the future economic effects of facility expansion and improvements that increase Continental operations at the airport.

The Contributions of Continental Airline Operations to the Cleveland Regional Economy, 2000.

This study evaluated the effects of Continental Airline's operations at Cleveland International Airport on Cleveland's regional economy. The impacts of Continental operations on major economic variables are quantified using the REMI model. Impacts assessed include both the current contributions of Continental operations, as well as future contributions, including the impacts of facility improvement and expansion.

Economic Benefits of Barajas Airport to the Madrid Region and the Neighboring Communities, January 1999.

This study, conducted for INECO and Spain's Minister of Transportation, with assistance from INMARK, examines both the contribution of the Barajas airport to the regional economy and the potential impacts on local communities of a relocation of the airport. The analysis uses input-output tables developed by the Madrid government.

Achieving the Bay County Vision Through Airport Infrastructure Development, September 1998.

This study, conducted for St. Joe Company in conjunction with Mercer Management Consulting, examined the regional economic impacts of expanded airport facilities in Panama City, Florida. NERA prepared quantitative estimates of the regional economic impacts of increased aviation-related employment and visitor expenditures, and also examined additional potential regional development associated with improved airport facilities, such as the movement of industries to the region.

Impacts on the Hawaii Economy of Alternative Resources for the Hawaiian Electric Company, December 1997.

In this study for the Hawaiian Electric Company, NERA estimated the economic impacts to Hawaii of alternative electric utility resource plans. NERA used the REMI model and worked closely with Hawaiian Electric Company to develop input data and evaluate the impacts of the alternative resource choices.

Socioeconomic Impacts of the South Coast Air Quality Management Plan, 1996.

Dr. Harrison was retained as a consultant for the South Coast Air Quality Management District (SCAQMD) to participate on a technical advisory committee (Socioeconomic Working Group) that advised on the SCAQMD's evaluation of socioeconomic impacts. The major tool used was the REMI model, which was recommended by the Working Group after an extensive evaluation of alternative models. The Working Group reviewed the methodology and results of the SCAQMD's ongoing evaluations of air quality control strategies, many of which involved the use of the REMI model.

Economic Impacts of Proposed Maritimes and Northeast Natural Gas Pipeline Project on the Economies of Maine, New Hampshire, and Massachusetts, November 1996.

NERA evaluated the effects of a proposed natural gas pipeline project on the economies of three Northeast states for The Maritimes & Northeast Pipeline Project. These impacts were estimated using data provided by the client and the IMPLAN regional economic model. In addition, NERA reviewed and summarized the results of a detailed analysis using the REMI model for Maine prepared by another researcher. NERA developed a report summarizing the overall results and presented the results to various government groups as well as to the media.

Contributions of American Airlines to the Economy of Dade County, October 1996.

This study for American Airlines used the REMI model to estimate the impacts of American Airlines on the regional Miami economy. It included analyses of the socioeconomic impacts of the existing facilities as well as the impacts of major terminal expansions.

Socioeconomic Effects of Alternative Electric Utility Resources, June 1995.

This study, conducted for Northern States Power Company, examined the potential regional economic impacts of requiring utilities to install alternative types of electric generating facilities. The study assessed the types of direct and multiplier effects that such requirements would have on the local economy. The study also addressed issues that would need to be considered when empirically estimating regional economic impacts.

Socioeconomic Costs of Strategies to Comply with the Clean Air Act Amendments of 1990, 1995.

NERA was retained by Cincinnati Gas and Electric Company to evaluate the costs and regional economic impacts of air pollution controls in Cincinnati. This study included initial analyses of the costs and impacts of the draft State Implementation Plan. Regional economic impacts were modeled using the IMPLAN model. A subsequent phase of the study evaluated the costs of alternative strategies to meet federal ozone standards. The study includes empirical estimates of the costs of various stationary source and mobile source controls. NERA worked with E.H. Pechan & Associates to develop the cost estimates.

Economic Impacts of Electric Utility Resource Selection in Minnesota, 1995.

NERA conducted a preliminary assessment for Northern States Power Company of the impacts of alternative Northern States Power Company electric utility resource plans on the Minnesota economy using REMI. These preliminary assessments included development of information on alternative resource plans and a strategy for translating the cost impacts into REMI policy variables.

Consideration of Environmental Externality Values in Minnesota Electric Utility Resource Planning, November 1994.

This study, prepared for Northern States Power Company, provides the results of a scoping study to determine the methodology to assess air pollution and other non-air pollution externality costs in Minnesota. It includes an assessment of methods to determine economic impacts as well.

Economic Impacts of Air Cargo on the Chicago Region, October 1993.

This study, prepared for the City of Chicago Department of Aviation, assessed the economic impacts of air cargo operations on the Chicago regional economy. The study built upon a larger study that evaluated the effects of all airport operations on the regional economy using the REMI model.

Contributions of the Chicago Airport System to the Chicago Regional Economy, March 1993.

NERA prepared a major study for the City of Chicago Department of Aviation of the economic impacts of the Chicago airport system, including O'Hare, Midway, and Meigs airports. The data collection included detailed surveys of airport employers and airline passengers. The modeling was based upon a REMI model for a nine-county region in the Chicago region. NERA developed extensive modifications in both data and modeling components to customize the REMI model for this purpose. The analyses included effects on subregions within the three-state region. The report was presented by the Mayor of the City of Chicago at a press conference with extensive media coverage.

Internalization of Externalities from Electric Utility Generation in Alberta, March 1993.

NERA conducted a preliminary assessment of the external costs of air pollution in Alberta for TransAlta Utilities. The study includes a discussion of the conceptual issues involved in internalizing environmental externalities.

Distributive Effects of Economic Instruments for Environmental Policy, June 1992.

This study, prepared for the Environmental Protection Agency and the Organization for Economic Cooperation and Development, was presented to the OECD Group on Environment and Economic Coordination. The study examined the degree to which alternative approaches to environmental policy, particularly emissions taxes and emissions trading, could have been implemented, and what the distributive effects of such policies would have been.

An Economic Analysis of the RECLAIM Trading Program for the South Coast Air Basin, March 1992.

NERA prepared an economic analysis of the potential impacts of regulations on the sulfur content of fuel oil in the South Coast Air Basin for Southern California Edison. NERA prepared an assessment of the potential change in fuel prices and the corresponding changes in regional economic activity.

Tax Impacts of Alternative Future Airport Systems for the Chicago Region, January 1992.

NERA evaluated the likely impacts of alternative future airport systems on tax revenues in the Chicago region for the City of Chicago Department of Aviation. Revenues included various state and local taxes. The study was based upon detailed estimates of tax rates provided by City and State officials as well as the results of REMI modeling.

Economic Impacts of Alternative Airport Systems for the Chicago Region, November 1991.

This study, prepared for the City of Chicago Department of Aviation, provided complete evaluations of the economic impacts of alternative locations of a third Chicago airport. The evaluations were based upon the state-of-the-art regional model REMI. The analyses included the effects of construction as well as operating and maintenance for the alternative airport systems.

Socioeconomic Impacts of the RECLAIM Trading Program, October 1991.

NERA was retained by the South Coast Air Quality Management District (SCAQMD) to provide assistance on the socioeconomic impacts of the RECLAIM program. This included Dr. Harrison's participation on the Advisory Committee and the Socioeconomic Working Group set up by the SCAQMD. Regional economic impacts were modeled using REMI.

Updated Economic Impacts of Alternative Future Airport Systems, September 1991.

This study, for the City of Chicago Department of Aviation, updated NERA's previous assessment of the state-level macroeconomic impacts of alternative airport systems.

The Lake Calumet Airport and Chicago's Economic Future, September 1991.

This study, conducted for the Lake Calumet Airport Advisory Committee, examined the implications of a potential new airport for the Chicago region's economic health and vitality. The study analyzed issues involved in choosing a new airport location, as well as the effects of financing, construction, and infrastructure on overall regional economics.

Economic Impacts of Alternative Future Airport Systems, 1990.

Completed for the City of Chicago Department of Aviation, this study involved an extensive evaluation of an alternative regional model developed to evaluate the state-level macroeconomic impacts of alternative airport systems. The study provided a means of comparing the effects of different regional models. This study was a preliminary study that formed the foundation for a larger effort using the REMI model.

Economic Impacts of Proposed Emission Standards for Utility Fuel, May 1990.

NERA prepared an economic analysis of the potential impacts of regulations on the sulfur content of fuel oil in the South Coast Air Basin for Southern California Edison Company. Using a state-of-the-art regional input-output model (REMI), NERA prepared an assessment of the potential change in fuel prices and the corresponding changes in regional economic activity.