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## *Publications*

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August 2008

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### **A Re-Evaluation of the City of Irving's Target Industries.**

Prepared for the Greater Irving-Las Colinas Chamber of Commerce, July 2008. In 2000, an economic development plan was adopted by the City of Irving that focused on six clusters: telecommunications; financial services; software; semiconductors; logistics; and business/professional services. This report reassesses those industries to ascertain if they should remain the focus of business attraction and retention efforts. The analysis also identifies several other industries with growth potential in the City of Irving, including health services, medical diagnostic laboratories, and moving media.

<http://www.unt.edu/cedr/IrvingTargetIndustries.pdf>

### **The Healthcare Services Industry in Tarrant County: Industry Overview and Projected Employment Growth in Specified Occupations**

Prepared for Tarrant County College, May 2008. Tarrant County College is one of the primary education and training establishments for the healthcare professions in Tarrant and surrounding counties. This study assesses the outlook for the healthcare services industry in Tarrant County and forecasts demand for training in a number of health-related occupations, including nurses, medical assistants, EMTs, and radiological technologists. <http://www.unt.edu/cedr/healthcaresvcsoverview.tarrantco.pdf>

### **A Look at the Economic and Demographic Projections for the City of Denton**

Prepared for City of Denton and the Denton Chamber of Commerce, April 2008. Denton is a city with more than 105,000 residents and growing rapidly. This report examines key demographic and economic characteristics of the city, including current and future population and employment growth trends. Particular attention is focused on five key industries: retail trade, medical services, aerospace/aviation, manufacturing, and research and development. The report also updates the status of several large property developments either underway or planned for the City of Denton.

<http://www.unt.edu/cedr/denton.econprojections.pdf>

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### **Economic and Fiscal Impacts of Children's Medical Center**

Prepared for Children's Medical Center of Dallas, November 2007. Children's Medical Center of Dallas is a nationally and internationally known provider of high quality pediatric care and medical research. It is also a significant contributor to regional economic activity, employing more than 4,000 and spending upwards of \$130 million on goods and service each year. This report describes and measures how construction and operations at Children's affect employment, income and tax receipts in the Dallas region. <http://www.unt.edu/cedr/cmcdallas.pdf>

### **Assessment of the Potential Fiscal Impacts of Existing and Proposed Transit-Oriented Development in the Dallas Area Rapid Transit Service Area**

Prepared for Dallas Area Rapid Transit, November 2007. This analysis considers development near existing and planned light rail stations that has been, or will be, stimulated by access to the transit network. The announced and projected values of transit-oriented development (TOD) have increased by almost 50 percent since 2005 and now total about \$4.2 billion. When completed, these projects will generate more than \$127 million annually in new property and sales tax revenues for Dallas area local governments and the state of Texas. <http://www.unt.edu/cedr/dart.todimpacts.2007.pdf>

### **Level 1 Asset Mapping for the Dallas-Fort Worth Metropolitan Area**

Prepared for Tarrant County Work Advantage, Dallas WorkSource, and North Central Texas Worksource in conjunction with the UNT Survey Research Center, September 2007. This report follows the format of the Asset Mapping Roadmap project of the U.S. Department of Labor Employment and Training Administration. It identifies and describes the many assets of the north Texas region including human capital, financial capital, industrial structure, the legal and regulatory environments, physical infrastructure, and quality-of-life components. <http://www.unt.edu/cedr/AssetMappingDFW.pdf>

### **Economic and Fiscal Impacts Associated with the North Texas Tollway Authority Operating Concession Bid for the State Highway 121 Toll Facility**

Prepared for the North Texas Tollway Authority, May 2007. This study compares two bids for construction of the SH 121 toll road, one from the NTTA and another from a private sector firm. The analysis finds the NTTA bid to be superior because of larger up-front and annual payments to the Texas Department of Transportation. In addition, because the NTTA doesn't have to pay dividends, greater net proceeds will be available to invest in other north Texas transportation projects. Because of these additional resources, the NTTA proposal can do more to alleviate road congestion and improve air quality than the private sector proposal. <http://www.unt.edu/cedr/SH121.pdf>

### **The Fiscal Impacts of DART's Transit-Oriented Development**

Prepared for Dallas Area Rapid Transit, April 2007. Residential and commercial development near the DART light rail stations has significantly boosted the tax bases of DART member cities and school districts. With at least \$3.3 billion in new real estate investment since 1999, municipalities, counties and school districts are realizing an additional \$78 in property tax receipts annually. In addition, about \$41 million in new state sales taxes and \$6.5 million in local sales taxes can be attributed to retail developments near DART rail stations.

<http://www.unt.edu/cedr/dart.transitdevelopment.2007.pdf>

### **Economic and Fiscal Impacts of Dallas Area Rapid Transit Operations and Capital Expenditures**

Prepared for Dallas Area Rapid Transit, April 2007. This report examines both the statewide and regional economic and fiscal impacts associated with the build out of DART's light rail network. At present, the operations of DART generate about \$494 million of economic activity across the Dallas-Fort Worth region. By 2014, DART's annual regional economic impact should reach \$492 million in constant dollars. Capital spending by DART between 2007 and 2026 will produce nearly \$8 billion of local economic activity, support more than 52,000 jobs, and generate \$170 million in indirect business taxes. <http://www.unt.edu/cedr/dart.transitoperations.2007.pdf>

### **The Rationale for a University of North Texas College of Law in Downtown Dallas**

Prepared for the UNT System, November 2006. Of the 10 largest metropolitan areas in the nation, Dallas-Fort Worth is the only one without a public law school. The region's two private law colleges can only accommodate about 1,600 students, and their high tuitions make attendance problematic for many local residents, especially low-income minorities and working families. A UNT law school in downtown Dallas can serve an unmet need for legal education and also contribute to the nascent revitalization of Dallas' central business district. <http://www.unt.edu/cedr/UNTLawSchool.pdf>

### **A Re-Evaluation of the Greater Dallas Chamber's Industrial Recruitment Targets**

Prepared for the Greater Dallas Chamber of Commerce, October 2006. In a 2001 study, the UNT Center for Economic Development identified three industrial clusters for recruitment targeting by the Greater Dallas Chamber: medical device and pharmaceutical firms, global financial services firms, and computer and semiconductor manufacturers and suppliers. Data management, logistics centers, corporate headquarters, and data/call centers were identified as retention targets. This 2006 update concludes that each of these clusters should be retained as recruitment targets with the exception of data/call centers. It further recommends that publishing be added as a targeted industry cluster.

<http://www.unt.edu/cedr/gdcc.2006.pdf>

### **The Economic, Fiscal and Developmental Impacts of the North Texas Tollway Authority: A 40-Year Perspective**

Prepared for the North Texas Tollway Authority, August 2006. The Dallas North Tollway and the President George Bush Turnpike have been among the largest public infrastructure projects undertaken in the Dallas area during the past fifty years. Construction expenditures have boosted regional economic output by \$2.6 billion and have supported more than 25,000 person years of employment. More importantly, these two toll roads have spurred \$28 billion of residential and commercial development adjacent to their rights-of-way which, in turn, generates \$562 million in property tax receipts for the counties, cities and school districts that abut the thoroughfares.

<http://www.unt.edu/cedr/ntta.aug06.pdf>

### **Impacts of Toll Roads on the Regional Economy: Suggested Measures**

Prepared for the Texas Department of Transportation, July 2006. In this report, we examine the type of metrics that can be employed in evaluating the economic, developmental, and fiscal impacts of toll roads. We have drawn these metrics from the literature of analyses and case studies of toll and non-toll facilities. Where the literature does not address a specific metric for a relevant impact, we suggest one. These metrics will be used in later components of this research project to assess impacts realized by selected case studies of local and regional economies from the construction and operation of toll facilities in Texas in urban, suburban, and rural settings. Prepared in partnership with the Texas Transportation Institute at Texas A&M University.

<http://www.unt.edu/cedr/tollroadimpacts.pdf>

### **The Economic, Fiscal, and Developmental Impacts of the Dallas Center for the Performing Arts**

Prepared for the Dallas Center for the Performing Arts, May 2006. Construction of the \$275 million Dallas Center for the Performing Arts (DCPA) will pump about \$460 million into the local economy and create more than 4,500 jobs while ongoing spending for operations and maintenance will exceed \$8 million annually and support 120 full-time equivalent jobs. In addition, the DCPA will draw 700,000 visitors annually to downtown Dallas who will spend in excess of \$18 million. The DCPA will also play an important role in transforming downtown into a vibrant, 24-hour residential, commercial, and entertainment hub. <http://www.unt.edu/cedr/dallas.arts.pdf>

### **Targeting Business Opportunities in Southern Dallas**

Prepared for the University of North Texas at Dallas, April 2006. Southern Dallas is ripe for new and expanded business investment. Contrary to misperceptions, companies locating in the southern sector have access to a large and readily available pool of talented individuals with a broad range of skills. This study examines the labor requirements of a number of “targeted” industries and finds that southern Dallas can offer the requisite skill sets in most cases. The report also includes an up-to-date demographic and economic profile of southern Dallas.

<http://www.unt.edu/cedr/untdallas.pdf>

### **Sales Tax Revenue in the City of Arlington, Texas: Historical Review and Projections**

Prepared for the City of Arlington, January 2006. Sales tax revenues in Arlington fell between 2001 and 2003 as a result of a mild recession and problems in the information technology sector. In early 2004, the revenue picture improved in tandem with a recovering local economy. Based on historical trends and projections of population and employment, sales tax revenue growth should average 1.32 percent per year through 2010.

<http://www.unt.edu/cedr/arlingtonsalestaxrevenue.pdf>

### **DFW International Airport's Disadvantaged, Minority- and Women-Owned Business Concessionaires Program: Economic and Fiscal Impacts**

Prepared for Dallas-Fort Worth International Airport, November 2005. Retail sales at DFW International Airport during the three-year period from September 2002 through September 2005 totaled \$559 million, of which \$287 million occurred at disadvantaged, minority- and women-owned concessionaires. What's more, the activities of disadvantaged, minority- and women-owned concessionaires support more than 2,200 jobs in the Dallas-Fort Worth region. By ensuring that concessionaire opportunities are available to businesses that reflect the cultural and ethnic diversity of the Metroplex, DFW International Airport strengthens the region's capacity to grow and to maintain its competitiveness in the global marketplace.

<http://www.unt.edu/cedr/dfw.concessionaires.pdf>

### **The Statewide Economic and Fiscal Impacts of Texas Woman's University**

Prepared for Texas Woman's University, September 2005. The economic and fiscal impacts of a university occur through several categories of spending, including university operations, procurement, student spending, and visitor spending. Using the IMPLAN input-output model, the Center for Economic Development estimates that the total statewide activity associated with Texas Woman's University exceeds one-quarter of a billion dollars annually and supports almost 3,000 permanent jobs. Additional output, spending, and employment result from non-recurring capital expenditures for construction and renovation.

<http://www.unt.edu/cedr/twuimpactreport.pdf>

### **Economic and Fiscal Impacts of Proposed Development in the La Grave Field and Bluff View Areas of the Trinity River Vision Project**

Prepared for The Bell Group, August 2005. This report documents the substantial economic activity that will attend construction activities by the Bell Group as part of planned development north of downtown Fort Worth. The Bell Group has already contributed funds for the redevelopment of the North Main Street corridor and plans future residential, commercial, and office developments in the Bluff View area. Just in the first five years, Tarrant County economic activity will be boosted by \$42 million which will support 389 person years of employment and increase labor income by \$12.8 million. <http://www.unt.edu/cedr/fortworthcats.pdf>

### **The Feasibility of an Exposition Center for Wise County, Texas**

Prepared for Wise County, April 2005. Recognizing the popularity of horse shows, cattle shows, rodeos and the like, many Texas communities have constructed new exposition centers in recent years. This report examines the experiences of eight exposition centers that illustrate the types of events, and the associated costs, that would like attend construction and operations of an expo center in Wise County, Texas. Because Wise County is projected to retain a large agricultural sector, it would appear to be a logical location for a mid-sized expo center.

<http://www.unt.edu/cedr/wisecoexpoctr.pdf>

### **The Economic and Fiscal Benefits of Balanced Development in the City of Oak Point, Texas**

Prepared for the City of Oak Point, December 2004. Oak Point is a small city in Denton County that is poised to grow rapidly in the coming years because of major infrastructure projects that will increase traffic flow and facilitate access to the community. At present, the City has no commercial, retail, or industrial activity. This report identifies the businesses that make the most sense for Oak Point and also calculates the economic, employment, and fiscal benefits that would attend business development in the City. <http://www.unt.edu/cedr/oakpoint.pdf>

### **The Economic and Fiscal Impacts of Armed Forces Exchange Service Realignment on Dallas County and the City of Dallas**

Prepared for the City of Dallas, the Greater Dallas Chamber, and the Best Southwest Communities, November 2004. The three current exchange services are the logistics operations for military PX facilities around the world. The Army-Air Force exchange is located in Dallas, and the U.S. Department of Defense is considering a merger of operations of all three services. This report examines the economic and fiscal consequences for the Dallas area if the proposed merger is consummated. <http://www.unt.edu/cedr/aafes.pdf>

### **DART's Sales Tax Revenues: A Review and Outlook**

Prepared for Dallas Area Rapid Transit, November 2004. During the 1990s, DART's sales tax receipts grew at a healthy clip. But over the past two years, revenues have declined because of falling retail sales. By contrast, many suburban cities that aren't in DART have seen a continued increase in retail trade and a concomitant growth in revenues. A strong rebound of sales tax receipts is not likely in the DART member cities because of a shift of regional retail spending to non-DART locales. The growing percentage of lower-income households in DART member cities will also limit any future increases in sales tax revenues. <http://www.unt.edu/cedr/dart.salestaxrevenues.pdf>

### **Labor Market Assessment for South Dallas with Emphasis on Key Target Industries**

Prepared for Greater Dallas Chamber of Commerce, September 2004. This report examines selected characteristics of the labor force residing in the southern sector of Dallas. It also compares occupational hiring patterns for a specified group of industries that have been targeted by the Greater Dallas Chamber with labor force availability in the southern sector of the City. The study concludes that the resident labor possesses the skills and/or experience to work in technology-intensive industries. <http://www.unt.edu/cedr/gdcc.targetindustry.pdf>

### **DFW International Airport's Minority- and Women-Owned Business Enterprises Program: Economic and Fiscal Impacts**

Prepared for Small and Emerging Business Department at DFW Airport, June 2004. Dallas-Fort Worth International Airport is one of the largest minority- and women-owned business enterprises (M/WBE) contractors in the region. With more than 30 percent of its current outlays going to minority and women-owned businesses, DFW Airport compares favorably with other large airports across the nation. Over the past seven years, M/WBEs have won about \$603 million in construction contracts while annual procurement exceeds \$33 million. These outlays, in turn, support thousands of jobs in the Metroplex as this spending turns over in the local economy. <http://www.unt.edu/cedr/dfwairport.pdf>

### **The Economic and Fiscal Impacts of the Baylor Regional Medical Center at Grapevine**

Prepared for the Baylor Hospital System, June 2004. Baylor Medical Center at Grapevine is the largest hospital complex in northeast Tarrant County and a major economic generator for the City of Grapevine and the northern tier of the Dallas/Fort Worth Metroplex. Direct, indirect, and induced economic activity from the hospital's operations supports more than 3,300 jobs and produces \$139 million of annual income in the region. Spending by patient visitors supports additional local employment and produces sales tax revenues for local governments. Located in the one of the fastest-growing parts of the Dallas-Fort Worth area, Baylor Grapevine will continue to expand in the years ahead with concomitant economic and fiscal benefits to the City of Grapevine and surrounding communities. <http://www.unt.edu/cedr/baylorgrapevine.pdf>

### **Grid Computing and an Optical Fiber Network: How They Can Bolster the Texas Economy**

Prepared for The Coordinating Board for Higher Education, April 2004. To remain competitive in the quest for research dollars, as well as new industry, Texas must develop the infrastructure to support “grid computing,” a distributed network where there is no longer a mainframe or centralized computer. Connected by high-speed fiber optics, the grid provides enhanced computer power to individual researchers and projects. A Texas grid can also be linked with several emerging national grids. This study estimates the employment and income gains that Texas will realize once a grid is in place as well as the additional Federal R&D dollars that would be attracted to the state. <http://www.unt.edu/cedr/gridcomputing.pdf>

### **Demographic Trends and Educational Attainment in the Dallas-Fort Worth Metropolitan Area: A Shifting Composition Amid Growth**

Prepared for the North Texas Future Fund, April 2004. The Dallas-Fort Worth Metroplex has been among the fastest growing major metropolitan areas in the nation since 1990 in terms of both population and employment. Further growth is expected, with the region’s total population increasing from about 5 million today to more than 12.5 million by 2030. DFW’s Hispanic population is projected to show the sharpest gain, rising from 1.5 million to more than 6 million. However, a review of changes in educational attainment finds that while outcomes have improved for whites and blacks, attainment levels for Hispanics remain virtually unchanged. The implications for the regional job market and the region’s competitiveness are discussed. <http://www.unt.edu/cedr/northtexasfuturefund.pdf>

### **Improving Services to Dallas’ Homeless: A Key to Downtown Revitalization**

Prepared for the Central Citizens Association, April 2004. Dallas’ homeless count has increased from 3,000 to about 6,000 over the past five years. Annual outlays by governmental, non-profit, charitable, and faith-based organizations for homeless services now exceed \$50 million. But there is little or no coordination among service providers, resulting in duplication and inefficiency. What’s more, the visible presence of the growing homeless population is impeding efforts at downtown renewal and imposing costs on downtown businesses. The study recommends that Dallas follow the approach taken in Miami where all programs are coordinated under an umbrella agency. <http://www.unt.edu/cedr/homelessreport2004.pdf>

### **An Overview of the Dallas-Fort Worth Area’s Long-term Water and Transportation Needs**

Prepared for the North Texas Future Fund, March 2004. Despite the foresightedness of the region’s leaders, the DFW area may soon find itself facing a water deficit because demand is projected to increase faster than supply. Meeting projected needs will require about \$6 billion in infrastructure through 2040. Similarly, meeting the region’s surface transportation needs will require outlays of \$49 billion through the year 2025. <http://www.unt.edu/cedr/ntff.infrastructurestudy.pdf>

### **Thinking Strategically about Economic Development in Dallas: Why a High-Wage Recruitment Strategy Makes Sense**

Prepared for the Greater Dallas Chamber of Commerce, December 2003. Between 2000 and 2003, the Dallas area was hit hard by recession, the downturn in the tech sector, and the aftermath of the September 11th terror attacks. This study argues that a business development and recruitment strategy focused on high-wage manufacturing and services offers the best prospects for returning the region to full economic health. <http://www.unt.edu/cedr/gdcc.pdf>