Does Corruption Reduce Efficiency in Public Capital Spending?

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Study's Motivation

- Liu & Mikesell (2014): corruption \rightarrow increased state capital spending
- Liu et al(2017): corruption \rightarrow increased state-local debt
- How does the corruption elevate capital spending level?
 - Leviathan government
 - Greedy bureaucrats
- Do we have more specific (economic) explanation; and if so, is it tested?
 - Allocative Efficiency?
 - Technical Efficiency?







Source: Kalahan, Rossolini & Shughart II (2006) Economics of Governance, 7, 211-227. Swaim, C. (2017) Wichita State Gave More Than \$7.1 Million to Innovation Campus Nonprofit in Its First 3 Years. Sunflower Newspaper.

Corruption and Public Spending

- Grease in the wheels Versus Sands in the wheels hypotheses (Moen, 2010)
- Rents and rent seeking behaviors in public projects (Aidt, 2016)
- Free market prices interrupted by bidding collusion (Arozamena & Weinschelbaum, 2009)
- Allocative efficiency:
 - lowest cost firms lose contract awards; higher prices for the similar qualities (Bose, 1995)
 - "white elephant projects" (Lambsdorff, 2003)
 - Project cost include bribes and kickbacks added by winning bidders (Dastidar & Mukherjee, 2014)
- Large projects saw more corruption; relatively low opportunity cost, if detected (Gautier & Goyette, 2016)

U.S. State Highway Production

- In 2014, 26,784 contracted projects; \$42 billion in total (American Road and Transportation Builders Association, 2015)
- Scoring auctions: cost, time, road user price (Dastidar & Mukherjee, 2014)
- Corruption Procurement Coalition (CPC) (Hudon & Garzon, 2016)
 - CPC was a set of informal networks
 - Members form different organizations with discretion and authorization power
 - Effects were to inflate contracting values, circumvent monitoring, and redistribute rents
 - When the Canadian government dismantled the CPC infrastructure contract values were reduced by 20-30%
 - Modus operandi in public construction projects
- Data availability (U.S. Federal Highway Administration, Highway Statistics, various years)

Model

Cobb-Douglas Production Function*

 $Q(L,K) = A L^{\beta} K^{\alpha}$

Where:

- Q is the quantity of products.
- L is the quantity of labor.
- K is the quantity of capital.
- A is a positive constant.
- β and a are constants between 0 and 1
- K/L, Natural Resources, Human Capital
- O'Toole & Tarp's (2014) Testing Model:

Highway Spending Efficiency Measurement



-30.0% -20.0% -10.0% 0.0% 10.0% 20.0% 30.0% 40.0% 50.0% 60.0%

Coefficients	Standard Errors	t-values
324	.001	-243.19
.156	.000	356.59
888	.006	-144.31
1.226	.071	17.8
76	.02	-48.7
.85	.009	87.43
.005	.000	141.01
133	.000	-197.58
000	.000	-116.96
INCLUDED		
INCLUDED		
INCLUDED		
0.68		
	Coefficients Coeff	Coefficients Standard Errors 324 .001 324 .001 .156 .000 .156 .000 .156 .000 .156 .000 .156 .000 .156 .000 .156 .001 .156 .001 .156 .001 .1226 .071 .1226 .071 .1226 .001 .001 .001 .002 .002 .003 .000 .004 .000 .005 .000 .000 .000 .000 .000 .000 .000 .000 .000 .000 .000 .000 .000 .000 .000 .000 .000 .001 .000 .002 .000 .003 .004 .004 .005

Summary Statistics (back-up)

Variable	Obs.	Mean	Std. Dev.	Min	Max
tfp	480	1.36	1.149	.09	6.62
/ fed	480	30.08	10.89	8.25	66.22
perconstruct	480	.66	.69	.16	8.40
peradmin	432	.12	.09	00.00	.50
Ĺ	480	.14	.02	.09	.21
+					
pcivileng	476	.12	.04	.05	.36
pciviltech	471	.05	.03	.00	.42
precip	480	36.69	15.34	5.37	72.67
corruptemp	478	.50	.39	00.00	2.73
per_caseload	480	448.17	160.97	138.00 2	2,452.00