

# Highway Economic Impact Case Study Database And Analysis

**Lingjun Ying**

**Interactions Between Transportation Capacity, Economic Systems, and Land Use** ,2012 Strengthening the economic vitality of a region (jobs and income) is one of the primary reasons for investing in highway capacity. Elements of improving economic vitality include better access to markets and labor force, reduced cost of delay, reduced congestion, improved safety, reduced pollution, and a better quality of life. However, the ways in which new and improved highway capacity influences economic vitality are complex and often indirect. This project had three objectives: (1) to provide a resource to help determine the net changes in the economic systems of an area impacted by a transportation capacity investment; (2) to provide data and results from enough structured cases that project planners in the future can use the cases to demonstrate by analogy the likely impacts of a proposed project or group of projects (plan); and (3) to demonstrate how this fits into collaborative decision making for capacity expansion.--proj. desc. This project produced 100 case studies of already-built highway capacity projects and their economic development impacts. To accomplish this, the study team compiled pre/post economic and land development data and conducted local interviews, in order to portray the actual, observed economic development impacts of those projects. The results were put into a database and classified by type of project and local setting. An accompanying web tool, called T-PICS (Transportation Project Impact Case Studies), was developed to provide access to the case study information so it can be used to portray the range of economic development impacts occurring as a result of different types of projects in different settings.

**ITF Roundtable Reports Ex-Post Assessment of Transport Investments and Policy Interventions** International Transport Forum,2017-02-28 Ex-post evaluation is important to improving the delivery of transport policy objectives. It can be used for multiple purposes at the core of which is the improvement of ex-ante assessment. A small number of jurisdictions employ ex-post evaluation systematically and leading experience is ...

**ITF Roundtable Reports Quantifying the Socio-economic Benefits of Transport** International Transport Forum,2017-01-25 This report sets out several of the recent advances, and suggests the most promising approaches, to the quantification and valuation of some of the wider economic benefits that flow from transport-related development. Economic

appraisal can offer decision-makers important insights into the ...

**Economic Impacts and Emergency Management of Disasters in China** Xianhua Wu, Ji Guo, 2021-04-23 This book uses cutting-edge methods, such as big data mining methods on social media, generalized difference in difference, inoperational input-output models, improved data envelopment analysis, improved computable general equilibrium and others to calculate the economic impacts of climate and environmental disasters on China. This book provides the ideas, methods and cases of the redistribution of air pollution emissions in China through evaluating the benefits of meteorological disaster services and meteorological financial insurance. Using big data resources and data mining methods, as well as econometric models, etc., this book provides a comprehensive assessment of the economic impact of disasters in China and studies China's counterpart aid policy and international aid policy for disasters. This book is an academic monograph devoted to the China's case study. The intended readership includes academics, government officials, graduate students and people concerned about China.

**AASHTO Transportation Asset Management Guide** American Association of State Highway and Transportation Officials, 2011 Aims to encourage transportation agencies to address strategic questions as they confront the task of managing the surface transportation system. Drawn from both national and international knowledge and experience, it provides guidance to State Department of Transportation (DOT) decision makers, as well as county and municipal transportation agencies, to assist them in realizing the most from financial resources now and into the future, preserving highway assets, and providing the service expected by customers. Divided into two parts, Part one focuses on leadership and goal and objective setting, while Part two is more technically oriented. Appendices include work sheets and case studies.

**Landslide Databases as Tools for Integrated Assessment of Landslide Risk** Martin Klose, 2015-06-24 This doctoral thesis presents a novel approach to landslide risk assessment that explores the various dimensions of landslide risk in an integrated perspective. The research approach introduced here is tailored for use with landslide databases and Geographic Information Systems (GIS). A landslide susceptibility model is at the heart of this new approach, enabling to identify and delineate areas at risk of landslides and to assess infrastructure exposure. Landslide risk is a pressing societal issue that is still poorly understood. Temporal landslide hazard is derived from landslide frequency statistics and a hydrological simulation approach to estimate triggering thresholds. These methods are integrated into a powerful toolset for cost modeling that uses historical data to compile, model, and extrapolate damage costs on different spatial scales over time. The combination of this toolset with techniques to analyze fiscal cost impacts supports integrated risk assessment by quantifying the economic relevance of landslide losses.

**Mon/Fayette Transportation Project, PA Route 51 to I-376, Allegheny County**, 2004

**Engineering Economic Analysis Practices for Highway Investment** Michael J. Markow, 2012 TRB's National

Cooperative Highway Research Program (NCHRP) Synthesis 424: Engineering Economic Analysis Practices for Highway Investment explores how U.S. transportation agencies have applied engineering economics--benefit-cost analyses and similar procedures--to decisions on highway investments.

**Les rapports de table ronde du FIT L'évaluation ex-post des investissements et interventions publiques dans les transports** International Transport Forum,2017-11-27 L'évaluation ex post est importante pour mieux atteindre les objectifs des politiques des transports. On l'utilise à différentes fins, en premier lieu pour améliorer l'évaluation ex ante. Les exemples les plus notables de son application systématique, au demeurant rare, sont exposés dans ce rapport.

*Economic Analysis Primer* ,2003 This primer provides a foundation for understanding the role of economic analysis in highway decision making. It is oriented toward state and local officials who have responsibility for assuring that limited resources get targeted to their best uses and who must publicly account for their decisions. Economic analysis is presented as an integral component of a comprehensive infrastructure management methodology that takes a long-term view of infrastructure performance and cost. The primer encompasses a full range of economic issues, including economic fundamentals, life-cycle cost analysis, benefit-cost analysis, forecasting traffic for benefit calculations, risk analysis and economic impact analysis.

Framework for Evaluation of System Impacts of Intermodal Terminals Using Commodity Flow Data Chiranjivi Sarma Bhamidipati,Michael J. Demetsky,2008 With the challenges attributable to increasing freight traffic and roadway congestion it is necessary to investigate opportunities for better management of goods movements. Rail-truck intermodal freight transportation can be considered as one such solution for reducing long-haul truck traffic on highways. For the rail-truck intermodal freight transportation to act as an effective transportation alternative, it is necessary to evaluate its impacts on the transportation system. A framework for evaluation of rail-truck intermodal terminal projects with qualitative and quantitative measures has been established using public goals and private stakeholder perspective. With the use of a case study, some of these measures have been evaluated. Recommendations have also made on data collection procedures for making a full scale evaluation. The case study selected for the Project is the proposed freight intermodal terminal at Petersburg, Virginia, conceived by the Norfolk Southern Corporation. This analysis formed a bridge between a region and a corridor based analysis. The key findings of the study are as follows: (a) Evaluation of an intermodal terminal project requires a systematic multi-regional modeling approach; (b) The impacts of an intermodal terminal are region and trade corridor specific; and (c) In cases where estimated intermodal rail drayage forms a small share of the overall truck traffic, the introduction of an intermodal terminal does not have substantial impacts on accessibility, mobility or safety. The study successfully developed models for estimation of impacts, including a two-stage accessibility model for drayage, a truck-rail mode choice model, truck involved crash models, and secondary local freight traffic impact model, mainly using data from

the Commonwealth of Virginia.

*Risk Modeling for Hazards and Disasters* Gero Michel, 2017-08-29 Risk Modeling for Hazards and Disasters covers all major aspects of catastrophe risk modeling, from hazards through to financial analysis. It explores relevant new science in risk modeling, indirect losses, assessment of impact and consequences to insurance losses, and current changes in risk modeling practice, along with case studies. It also provides further insight into the shortcomings of current models and examines model risk and ideas to diversify risk assessment. Risk Modeling for Hazards and Disasters instructs readers on how to assess, price and then hedge the losses from natural and manmade catastrophes. This book reviews current model development and science and explains recent changes in the catastrophe modeling space, including new initiatives covering uncertainty and big data in the assessment of risk for insurance pricing and portfolio management. Edited by a leading expert in both hazards and risk, this book is authored by a global panel including major modeling vendors, modeling consulting firms, and well-known catastrophe modeling scientists. Risk Modeling for Hazards and Disasters provides important insight into how models are used to price and manage risk. - Includes high profile case studies such as the Newcastle earthquake, Hurricane Andrew and Hurricane Katrina - Provides crucial information on new ideas and platforms that will help address the new demands for risk management and catastrophe risk reporting - Presents the theory and practice needed to know how models are created and what is and what is not important in the modeling process - Covers relevant new science in risk modeling, indirect losses, assessment of impact and consequences to insurance losses, and current changes in risk modeling practice, along with case studies

Methodologies to Estimate the Economic Impacts of Disruptions to the Goods Movement System, 2012 TRB's National Cooperative Highway Research Program (NCHRP) Report 732: Methodologies to Estimate the Economic Impacts of Disruptions to the Goods Movement System describes the impacts of bottlenecks and interruptions to the flow of goods through the nation's major freight corridors and intermodal connectors, the dynamics of that flow in response to disruptions, and the full economic impact on public and private entities beyond just the critical infrastructure and the carriers that depend on that flow.--Publication information.

**User and Non-user Benefit Analysis for Highways**, 2010-01-01 This document updates and expands the American Association of State Highway and Transportation Officials (AASHTO) User Benefit Analysis for Highways, also known as the Red Book. This AASHTO publication helps state and local transportation planning authorities evaluate the economic benefits of highway improvements. This update incorporates improvements in user-benefit calculation methods and, for the first time, provides guidance for evaluating important non-user impacts of highways. Previous editions of the Red Book provided guidance regarding user benefit measurement only. This update provides a framework for project evaluations that accurately account for both user and non-user benefits. The manual and accompanying CD-ROM provide a valuable resource for people

who analyze the benefits and costs of highway projects.

**Transportation Finance, Economics, and Economic Development 2003** National Research Council (U.S.).  
Transportation Research Board,2003

LCA Based Carbon Footprint Assessment Subramanian Senthilkannan Muthu,2021-01-15 This book discusses the concepts, methods and case studies pertaining to Life Cycle Assessment (LCA) based Carbon Footprint Assessment. It covers chapters on Carbon Footprint Assessment with LCA methodology & case studies on carbon footprint calculation following the LCA approach on power plants in India, Impacts of Vehicle Incidents On CO2 Emissions and school buildings in India.

Modeling and Managing Interdependent Complex Systems of Systems Yacov Y. Haimes,2018-10-02 A comprehensive guide to the theory, methodology, and development for modeling systems of systems Modeling and Managing Interdependent Complex Systems of Systems examines the complexity of, and the risk to, emergent interconnected and interdependent complex systems of systems in the natural and the constructed environment, and in its critical infrastructures. For systems modelers, this book focuses on what constitutes complexity and how to understand, model and manage it. Previous modeling methods for complex systems of systems were aimed at developing theory and methodologies for uncoupling the interdependencies and interconnections that characterize them. In this book, the author extends the above by utilizing public- and private- sector case studies; identifies, explores, and exploits the core of interdependencies; and seeks to understand their essence via the states of the system, and their dominant contributions to the complexity of systems of systems. The book proposes a reevaluation of fundamental and practical systems engineering and risk analysis concepts on complex systems of systems developed over the past 40 years. This important resource: Updates and streamlines systems engineering theory, methodology, and practice as applied to complex systems of systems Introduces modeling methodology inspired by philosophical and conceptual thinking from the arts and sciences Models the complexity of emergent interdependent and interconnected complex systems of systems by analyzing their shared states, decisions, resources, and decisionmakers Written for systems engineers, industrial engineers, managers, planners, academics and other professionals in engineering systems and the environment,this text is the resource for understanding the fundamental principles of modeling and managing complex systems of systems, and the risk thereto.

**Proceedings of 17th Symposium on Earthquake Engineering (Vol. 4)** Manish Shrikhande,Pankaj Agarwal,P. C. Ashwin Kumar,2023-06-30 This book presents select proceedings of the 17th Symposium on Earthquake Engineering organized by the Department of Earthquake Engineering, Indian Institute of Technology Roorkee. The topics covered in the proceedings include engineering seismology and seismotectonics, earthquake hazard assessment, seismic microzonation and urban planning, dynamic properties of soils and ground response, ground improvement techniques for seismic hazards, computational soil dynamics, dynamic soil-structure interaction, codal provisions on earthquake-resistant design, seismic

evaluation and retrofitting of structures, earthquake disaster mitigation and management, and many more. This book also discusses relevant issues related to earthquakes, such as human response and socioeconomic matters, post-earthquake rehabilitation, earthquake engineering education, public awareness, participation and enforcement of building safety laws, and earthquake prediction and early warning system. This book is a valuable reference for researchers and professionals working in the area of earthquake engineering.

*Public Roads* ,1995

**Guidance for Implementation of the AASHTO Strategic Highway Safety Plan** ,2003

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