



**SHRP2 Project C03
Interactions between Transportation Capacity,
Economic Systems and Land Use: Final Report**

**Highway Economic Impact
Case Study Database and
Analysis Findings**

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Revised, October, 2011

Highway Economic Impact Case Study Database And Analysis

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Highway Economic Impact Case Study Database And Analysis:

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 *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 [Mon/Fayette Transportation Project, PA Route 51 to I-376, Allegheny County](#), 2004 *Advances in Road Safety Planning* Krzysztof Goniewicz, Frederick M. Burkle, Dorota Lasota, 2021-05-19 *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 been 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

Research Results Digest - National Cooperative Highway Research Program National Cooperative Highway Research Program,1996 **Proceedings of the Oklahoma Academy of Science** Oklahoma Academy of Science,2000 Vols 1 49 are Proceedings of the 1st 57th annual meetings **Transportation Finance, Economics, and Economic Development 2003** National Research Council (U.S.). Transportation Research Board,2003 **Research Results Digest** ,1996
Chicago Multiple Intermodal Hub Freight Case Study ,2002 **Report** ,2008 Government Reports Announcements & Index ,1995 **Proceedings of the ... Annual Road School** Benjamin Harrison Petty,1990
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