Using a Disciplined Approach to Assess Public Investment in Freight Mobility
At stake is the **economic health** of the state

<table>
<thead>
<tr>
<th>INCREASED TRADE</th>
<th>NEW JOBS/BUSINESSES</th>
<th>EFFICIENT SHIPPING</th>
</tr>
</thead>
</table>

- Increased Trade
- New Jobs/Businesses
- Efficient Shipping
What do we Know?

**Funding** has not kept pace with demand

- Purchasing power has declined
- Fuel efficiency reduces revenue streams
What does that Mean?

Mobility will get worse

– How much worse?
– Depends on how much effort to address the problem
Benefit cost analysis

- Do Nothing User Costs
- Build User Costs
- Total Present Value of Benefits

Total Project Cost
Benefits to calculate

- Vehicle Operating Cost savings
- Business Time Cost Savings
- Personal Time Cost Savings
- Safety Value
- Shipper Cost Savings
- Social & Environmental Value
Benefits to calculate

- Vehicle Operating Cost savings
- Business Time Cost Savings
- Personal Time Cost Savings
- Safety Value
- Shipper Cost Savings
- Social & Environmental Value
How do we know what commodities are being moved where?

– Highway projects
  – Regional commodities

– Marine, Rail, and Air projects
  – Specific commodities
Example Scenario- Roadway Expansion

Do Nothing
- Trucks travel congested roads
- Delay + more trucks

Build
- Trucks travel faster
- Time savings + less trucks
Example Scenario - Additional dock

**Do Nothing**
- Ship sits in queue
- Delay

**Build**
- Ship to alt location
- + mode shift
- Avoids queue
Example Scenario- Truck to rail

Do Nothing

- Multiple trucks in traffic
- High crew costs + operating costs

Build

- Transport by rail
- Lower crew costs + operating costs
Results of multi-project program are ranked.
Brianne Glover, J.D.
Texas A&M Transportation Institute
b-glover@tamu.edu
979-458-0919