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Carol A. Evans



ROAD WORK

**A NEW
HIGHWAY
PRICING &
INVESTMENT
POLICY**

Road Work A New Highway Pricing Invest

**Kenneth A. Small, Clifford
Winston, Carol A. Evans**



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Road Work Kenneth A. Small, Clifford Winston, Carol A. Evans, 1989 America's interstate highway system is deteriorating and traffic congestion in most urban centers is worsening. Because of the many strong and conflicting interests, policy discussions about the road system are also in gridlock. The only consensus that seems to have emerged is that public spending must be increased. Improving our highway system and its financing will not be easy. Road Work proposes a comprehensive highway pricing and investment policy to meet the goals of efficiency, equity, and financial stability. In this study, Kenneth A. Small, Clifford Winston, and Carol A. Evans base their policy on two economic principles: efficient pricing to regulate demand for highway services and efficient investment to minimize the total public and private costs of providing them. Policy recommendations include a set of pavement wear taxes for heavy trucks, a set of congestion taxes for all vehicles, and a program of optimal investments in road durability. Their proposals should be especially attractive to policymakers because they can be implemented with current technology, offer little threat to the major interest group, and in the long run will reduce the strain on state and local governments' highway budgets.

Road Work Kenneth A. Small, Clifford Winston, Carol A. Evans, 2012-01-01 America's interstate highway system is deteriorating and traffic congestion in most urban centers is worsening. Because of the many strong and conflicting interests, policy discussions about the road system are also in gridlock. The only consensus that seems to have emerged is that public spending must be increased. Improving our highway system and its financing will not be easy. Road Work proposes a comprehensive highway pricing and investment policy to meet the goals of efficiency, equity, and financial stability. In this study, Kenneth A. Small, Clifford Winston, and Carol A. Evans base their policy on two economic principles: efficient pricing to regulate demand for highway services and efficient investment to minimize the total public and private costs of providing them. Policy recommendations include a set of pavement wear taxes for heavy trucks, a set of congestion taxes for all vehicles, and a program of optimal investments in road durability. Their proposals should be especially attractive to policymakers because they can be implemented with current technology, offer little threat to the major interest group, and in the long run will reduce the strain on state and local governments' highway budgets.

Economic Analysis and Infrastructure Investment Edward L. Glaeser, James M. Poterba, 2021-11-11 Policy makers often call for increased spending on infrastructure, which can encompass a broad range of investments from roads and bridges to digital networks that will expand access to high-speed broadband. Some point to the near-term macroeconomic benefits such as job creation associated with infrastructure spending; others point to the long-term effects of such spending on productivity and economic growth. Economic Analysis and Infrastructure Investment explores the links between infrastructure investment and economic outcomes, analyzing key economic issues in the funding and management of infrastructure projects. It includes new research on the short-run stimulus effects of infrastructure spending, develops new estimates of the stock of US infrastructure capital, and explores incentive aspects of public-private partnerships.

with particular attention to their allocation of risk The volume provides a reference for researchers seeking to study infrastructure issues and for policymakers tasked with determining the appropriate level and allocation of infrastructure spending

The Evaluation of Transportation Investment Projects Joseph Berechman, 2010-05-26 Throughout the world the use of some kind of a formal transportation project evaluation procedure is a requirement Yet by and large these are partial in fact much weight is often placed on the initial pre engineering phases of the planning process when vital information such as accurate costs and demand projections is largely missing Moreover many of these procedures neglect to consider key issues such as project s risks capital costs financing latent demand market imperfections labor force availability and various incompatibilities between trip rates travel times and activity location As a result projects which are judged as viable under such deficient evaluation schemes may have had a significantly different projection of capital costs and demand should a well founded thorough and efficient evaluation process be used Against this background this book s main objective is to construct a comprehensive and methodical economic planning and decision making framework for the evaluation of proposed transportation infrastructure investment projects Such a framework is founded on four key principles It is based on well established economic transportation and policy analysis theoretical principles it is comprehensive enough to encompass all relevant evaluation issues it is applicable to a wide range of transportation investment projects and it is amenable to empirical application including a sensitivity analysis and alternative scenarios regarding urban regional and national developments

Curbing Gridlock Transportation Research Board, 1999-02 **Financing Infrastructure Investments** United States. Congress. House. Committee on the Budget, 2008 **Road Pricing: Theory, Empirical Assessment and Policy** Börje Johansson, Lars-Göran Mattsson, 2012-12-06 Road pricing tolls etc as a means of generating revenue for infrastructure investment has become a major policy option in both Europe and North America It can also be used as a policy in the management of traffic demand and flow environmental objectives and optimal resource allocation as regards the size of investments Road pricing is assumed to be able to solve many problems simultaneously congestion control pollution reduction and investment financing This volume assembles and assesses theoretical knowledge empirical results and experiences of actual road pricing In addition the impact of new information technology on future policy formulation is considered

Papers Presented at the Congestion Pricing Symposium , 1992 **Stuck in Traffic** Anthony Downs, 2000-07-26 A Brookings Institution Press and Lincoln Institute of Land Policy publication Peak hour traffic congestion has become a major problem in most U S cities In fact a majority of residents in metropolitan and suburban areas consider congestion their most serious local problem As citizens have become increasingly frustrated by repeated traffic delays that cost them money and waste time congestion has become an important factor affecting local government policies in many parts of the nation In this new book Anthony Downs looks at the causes of worsening traffic congestion especially in suburban areas and considers the possible remedies He analyzes the specific advantages and disadvantages of every major

strategy that has been proposed to reduce congestion In nontechnical language he focuses on two central issues the relationships between land use and traffic flow in rapidly growing areas and whether local policies can effectively reduce congestion or if more regional approaches are necessary In rapidly growing parts of the country congestion is worse than it was five or ten years ago But Downs notes that the problem has apparently not yet become bad enough to stimulate effective responses Neither government officials nor citizens seem willing to consider changing the behavior and public policies that cause congestion To alleviate the problem both groups must be prepared to make these fundamental changes Selected by Choice as an Outstanding Book of 1992 **Alternate Route** Clifford Winston, Chad Shirley, 2010-12-01 Urban transportation problems abound across America including jammed highways during rush hours deteriorating bus service and strong pressures to build new rail systems Most solutions attempt either to increase transportation capacity by building more roads and expanding mass transit or to manage existing capacity through HOV restrictions exclusive bus lanes and employer based policies such as flexible work hours This book develops an alternative solution to urban transportation problems based on economic analysis but well aware of the political constraints on policymakers The authors estimate that efficient pricing and service policies could save more than 10 billion in annual net benefits over current practices but argue that powerful entrenched political and institutional forces will continue to thwart efficient economic solutions to improve urban transportation They believe however that some form of privatization would likely improve social welfare more than an efficient public sector system Facing fewer operating restrictions greater economic incentives and stronger competitive pressures private suppliers could substantially improve the efficiency of urban operations and offer services that are more responsive to the needs of all types of travelers The authors conclude that policymakers have bestowed huge benefits on the public by allowing the private sector to play a leading and unencumbered role in the provision of intercity transportation Public officials should take the next step and allow the private sector to play a leading role in the provision of urban transportation **Research on the Relationship Between Economic Development and Transportation Investment** National Cooperative Highway Research Program, Apogee Research, Inc, 1998 **Surface Transportation** United States. Congress. House. Committee on the Budget, 2008 **Promoting the General Welfare** Alan S. Gerber, Eric M. Patashnik, 2007-05-01 The U S Constitution calls on the government to promote the general welfare In this provocative and innovative book a distinguished roster of political scientists and economists evaluates its ability to carry out this task The first section of the book analyzes government performance in the areas of health transportation housing and education suggesting why suboptimal policies often prevail The second set of chapters examines two novel and sometimes controversial tools that can be used to improve policy design information markets and laboratory experiments Finally the third part of the book asks how three key institutions Congress the party system and federalism affect government's ability to solve important social problems These chapters also raise the disturbing possibility that recent political developments have contributed to a decline

in governmental problem solving activity Taken together the essays in this volume suggest that opportunities to promote the common good are frequently missed in modern American government But the book also carries a more hopeful message By identifying possible solutions to the problems created by weak incentives poor information and inadequate institutional capacity Promoting the General Welfare shows how government performance can be improved Contributors include Eugene Bardach University of California Berkeley Sarah Binder Brookings Institution and George Washington University Morris P Fiorina Stanford University Jay P Greene University of Arkansas Robin Hanson George Mason University Charles A Holt University of Virginia David R Mayhew Yale University Edgar O Olsen University of Virginia Mark Carl Rom Georgetown University Roberta Romano Yale Law School William M Shobe University of Virginia Angela M Smith University of Virginia Aidan R Vining Simon Fraser University David L Weimer University of Wisconsin Madison and Clifford Winston Brook

Paying Our Way National Research Council (U.S.). Committee for Study of Public Policy for Surface Freight Transportation, Transportation Research Board, 1996 Provides a preliminary examination of whether shippers of domestic surface freight pay the full social costs of the services that they use This study is intended not to provide definitive answers as to whether shippers pay their full social costs but rather to determine the feasibility of making such estimates

Successes and Failures in Regulating and Deregulating Utilities Colin Robinson, Institute of Economic Affairs (Great Britain), London Business School, 2004-01-01 This book is the latest annual review of utility regulation and deregulation published in association with the Institute of Economic Affairs and the London Business School **Transport Economics** Tae Hoon Oum, 2005-11-01 First Published in 1997 This book contains a set of readings which convey clearly the fundamental concepts theory and methodologies essential for the teaching and study of transport economics The papers were carefully selected by seven prominent and experienced professors of transport economics for their usefulness in teaching As such most of the twenty seven papers included in the book deal with timeless and fundamental subjects in transport economics and have been evaluated by many instructors as being effective papers for teaching The book is organised into six parts Transport Demand Transport Cost Pricing Infrastructure Regulation and Market Structure and Project Evaluation

Public Roads, 2007 *The Fuel Tax and Alternatives for Transportation Funding* National Research Council (U.S.). Committee for the Study of the Long-Term Viability of Fuel Taxes for Transportation Finance, 2006 **The Economic Effects of Surface Freight Deregulation** Clifford Winston, Thomas M. Corsi, Curtis M. Grimm, 2010-12-01 For close to 100 years America's surface freight industries primarily rail and trucking operated under the protective wing of the U S government In 1980 Congress finding vast inefficiencies in the two industries substantially deregulated both opening them at last to market competition Deregulation has brought with it many changes for firms within the industries for their labor force and for shippers and their customers Clifford Winston Thomas M Corsi Curtis M Grimm and Carol A Evans provide a comprehensive evaluation of the effect of the deregulation legislation on the rail and trucking industries According to the

authors deregulation has made substantial progress in solving the two most vexing problems of the surface freight transportation industry excessive rates in the trucking industry and insufficient returns on investment in the rail industry Competition and efficiency have returned to both industries and although the labor force in each has suffered wage and job losses shippers and their customers have gained roughly 20 billion a year in benefits The authors recommend policies that would continue to promote competition and the efficient use of highway and railway infrastructure

Infrastructure and the Complexity of Economic Development David F. Batten, Charlie Karlsson, 2012-12-06 The book examines the complex relationships between infrastructure and the rest of the economy In particular it focuses on the contentious issue of whether infrastructure investments stimulate productivity growth issues of pricing and ownership and also development problems such as environmental damage Methods range from traditional production function models and compensating variation approaches to nonlinear methods of dynamic analysis There is a unique emphasis on the ability of these different methods to allow for the complex interdependencies involved Six of the fifteen papers deal with these methodological aspects whereas the remainder addresses specific cases or examples in a variety of countries Europe USA and developing countries

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