

Economic Analysis Framework for Freight  
Transportation Based on Florida  
Statewide Multi-Modal Freight Model

## **Content**

- Freight transportation in Florida regional economy
- Research purposes
- Literature review
- Economic modeling framework
- Analysis kit demonstration

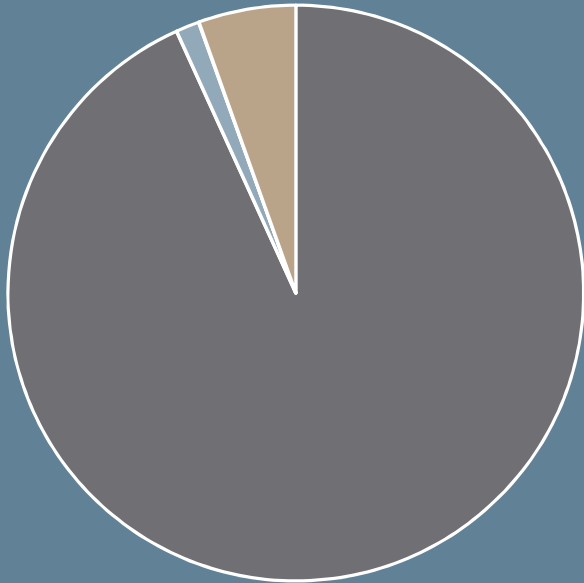
## Florida freight flow values and tonnages 2015

<b>Florida</b>	<i>Value (\$ millions)</i>	<i>Tons (thousands)</i>
Inbound Interstate	948	396
Within	1,142	1,452
Outbound Interstate	657	166

Data source: Florida Freight Data 2015

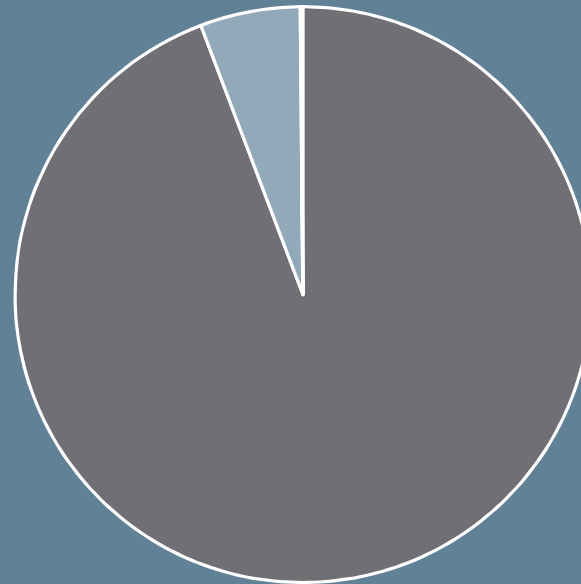
# Florida freight flow by mode in 2012

Value (\$ million)



Truck Rail Water Air

Tons (thousands)



Truck Rail Water Air

Data source: Commodity flow survey 2012

## Sectoral role of freight transportation in Florida economy

Description	Employment	Industry Output
481 Air transportation	40,159.8	\$16,217,447,266
482 Rail Transportation	5,949.3	\$1,991,435,669
483 Water transportation	13,761.3	\$12,354,762,695
484 Truck transportation	92,398.8	\$13,901,708,008

Data: Implan database, 2015



- **What does road freight transportation play in urban and regional economic development?**
- **How do we quantify this role with economic modeling?**

# Economic Analysis Framework for Freight Transportation Based on Florida Statewide Multi-Modal Freight Model

1

**Literature  
review**

2

**Economic  
model  
development**

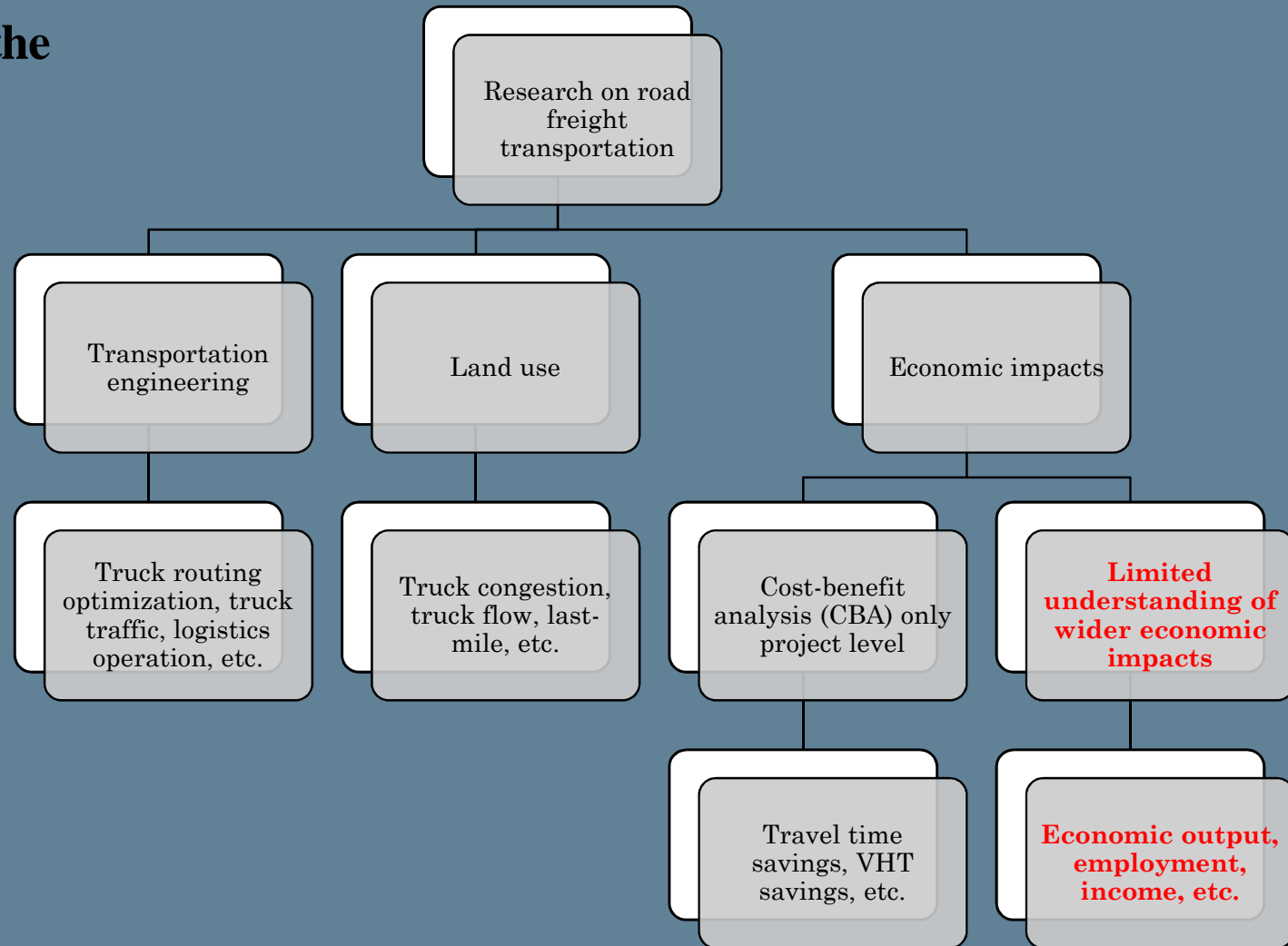
3

**Analysis kit  
development**

4

**Case studies**

## Lessons from the research community





## Lessons from the practice

### Case study 1: Determining Highway Truck-Freight Benefits and Economic Impacts For Washington State Department of Transportation (WSDOT)

- A computable general equilibrium model (CGE) is developed and is integrated with statewide travel demand modeling
  - Truck travel output (truck travel time) from travel demand modeling feeds to the CGE model.
  - Travel time savings (difference between investment scenario and no-investment scenario) considered truck efficiency improvement
  - Efficiency improvement considered truck industry productivity improvement
  - CGE model generates short/long run economic impacts based on productivity improvement
- **Modeling limits**
  - A CGE model is a complicated set of equations (hundreds of equation!) and is *a black-box* economic model
  - Difficult to calculate
  - Not developed as a transferrable tool.

## Summary of literature review

- Economic impacts of freight transportation ignored in both practice and academia
- A lack of modeling frameworks to study freight impacts
- A lack of economic analysis tools for DOTs to aid freight investment decision making
- What economic model best fits for this analysis purposes
- How to integrate economic models with the Florida statewide freight supply-chain demand model (FreightSIM)

## The project

1

Literature  
review

2

**Economic  
model  
development**

3

Analysis kit  
development

4

Case studies

## **Regional Input-Output model**

- **Sectoral relationship**
  - Each sector produces and consumes
  - Interconnected relationship among economic sectors
    - e.g. manufacturing sector purchases raw materials, trade sector relies on transportation and insurance sectors
- **Wider economic impacts**
  - Industry output impact, employment impact, income impact

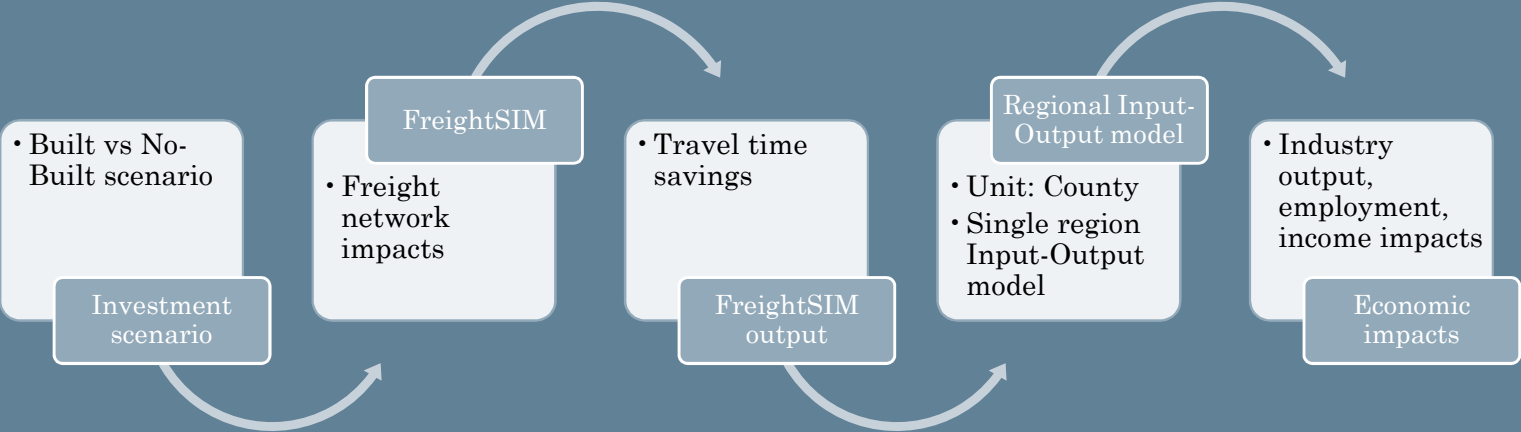
### Standard input-output model (Leontief model)

		Activity sectors				
		Intermediate demand		Final demand <sup>†</sup>	Total	
Outputs ( <i>j</i> )	Inputs ( <i>i</i> )	$A_1$	...	$A_n$	$F_i$	$Y_i$
$A_1$		$y_{11}$	...	$y_{1n}$	$F_1$	$Y_1$
⋮		⋮		⋮	⋮	⋮
$A_n$		$y_{n1}$	...	$y_{nn}$	$F_n$	$Y_n$
$P_j$		$P_1$	...	$P_n$	$P = F$	
$Y_j$		$Y_1$	...	$Y_n$		$Y$

(<sup>†</sup>)  $F = C$  (consumption) +  $I$  (investment) +  $G$  (government expenditures) +  $X$  (exports).

(\*)  $P_j$  = payments to production factors or economy's incomes; usually includes wages, profits and imports.

# Proposed analysis framework



# Economic Analysis Framework for Freight Transportation Based on Florida Statewide Multi-Modal Freight Model

1

Literature  
review

2

Economic  
model  
development

3

**Analysis kit  
development**

4

Case studies

# Kit demonstration

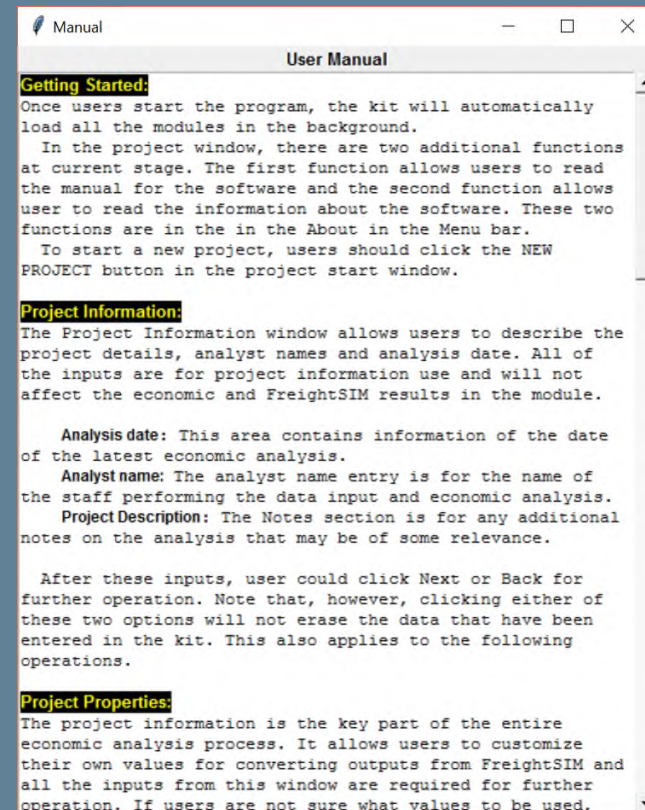
- Start window





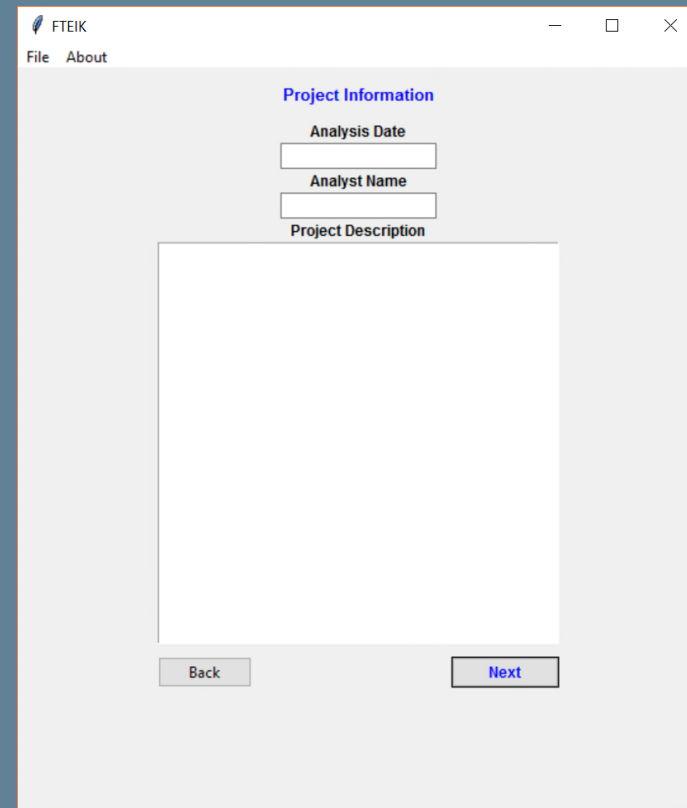
# Kit demonstration

- About
  - Manual
  - Version



## Kit demonstration

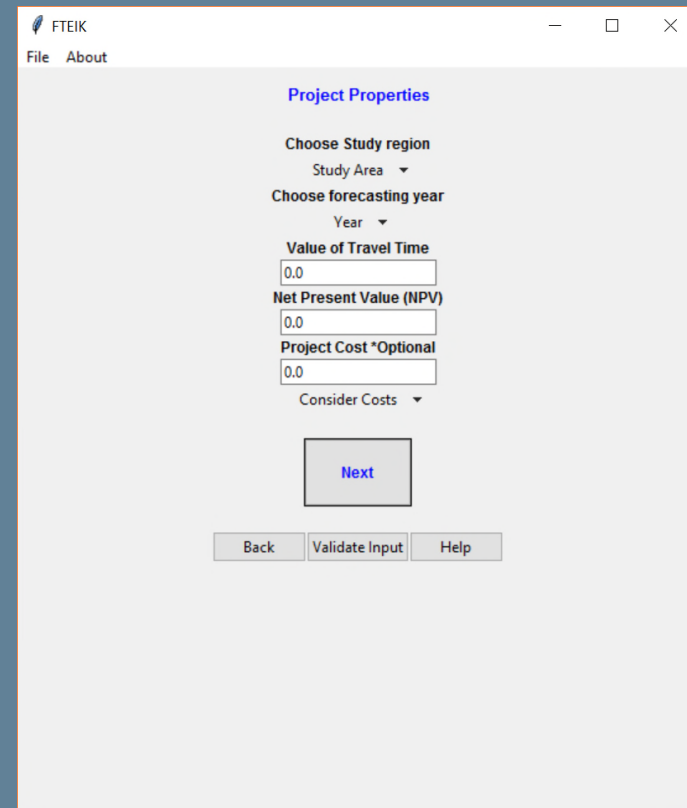
- Start a new project
  - Project information
    - Analysis date
    - Analyst
    - Project description



The screenshot shows a software window titled "FTEIK" with a menu bar containing "File" and "About". The main content area is titled "Project Information" and contains three input fields: "Analysis Date", "Analyst Name", and "Project Description". The "Project Description" field is a large text area. At the bottom of the window, there are two buttons: "Back" and "Next".

## Kit demonstration

- Project properties
  - Study area
  - Choose forecasting year
  - Value of travel time
  - Net present value
  - Project cost (Optional)
  - Validate input
  - Help

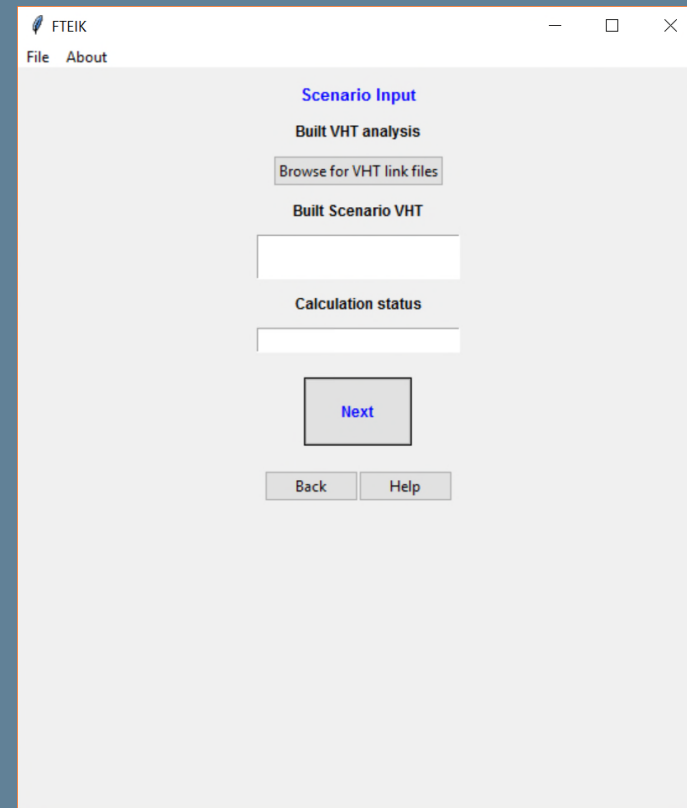


The screenshot shows a software window titled "FTEIK" with a menu bar containing "File" and "About". The main content area is titled "Project Properties" and contains the following fields and controls:

- Choose Study region**: A dropdown menu labeled "Study Area".
- Choose forecasting year**: A dropdown menu labeled "Year".
- Value of Travel Time**: A text input field containing "0.0".
- Net Present Value (NPV)**: A text input field containing "0.0".
- Project Cost \*Optional**: A text input field containing "0.0".
- Consider Costs**: A dropdown menu.
- Next**: A button with a blue border and text.
- Back**, **Validate Input**, and **Help**: Three buttons located at the bottom of the dialog.

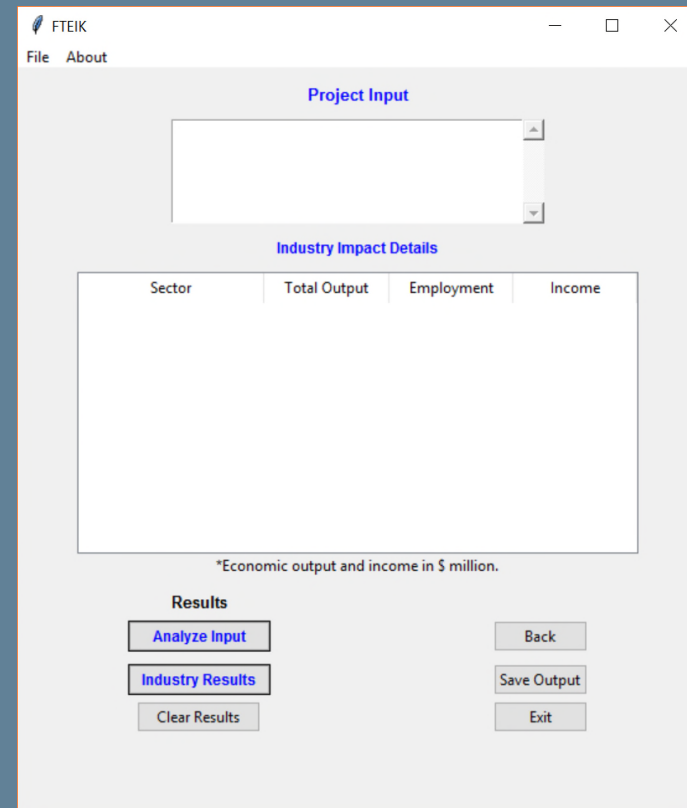
## Kit demonstration

- Scenario input for built and no built scenarios
  - Analyze VHT from FreightSIM output



## Kit demonstration

- Project input
- Industry impact details
  - Analyze input
  - Industry results
  - Save output to *txt* file.



## **Current progress**

- Update analysis kit
- Case studies using the analysis tool to be provided by the end of November

**Thank you**