



United States  
Department of  
Agriculture



# Prioritizing Transportation Infrastructure Investments

## Soybean Export Supply-Chain Workshop

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School of Economic Sciences  
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May 21, 2018

## Welcome & Introductions

- Introductions
- FPTI Description
  - Current Studies:
    - Idaho Transportation Department: Freight Supply Chains
    - PNW Container Availability Study (USDA)
    - WSDOT: HERS-ST
    - Truck Parking Availability and Accident Severity (Pac-Trans)
    - USACE: Columbia River Treaty
  - FPTI Data Warehouse
    - <http://ses.wsu.edu/freight-data-warehouse/>
- Current Situation / Project Background / USDA (Modeling Export Supply-Chains)
- Objective / Purpose of Workshop



## Workshop Agenda

- Project Background / Workshop Objectives
- Soybean Export Supply Chain Description (Galinato)
- Process for Project Selection (Jessup)
- Modeling Approach (Miller)
- Individual Project Results (CGE & Shipper Impacts) (Miller / Jessup)
- Audience Feedback: Discussion





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A faint, light gray world map serves as the background for the slide, showing the outlines of continents and major landmasses.

## Current National Transportation Infrastructure Situation / Background

## Roads / Highways:

- 32% of major roads are in poor or mediocre condition
- 42% of major urban highways are congested

## Bridges:

- 11% (one in nine) are structurally deficit
- 25% are functionally obsolete
- Average age is 42 years old
- 30% of bridges have exceeded their 50 year design life

**World Economic Forum Ranks the U.S. 12<sup>th</sup> amongst developed countries for overall infrastructure.**





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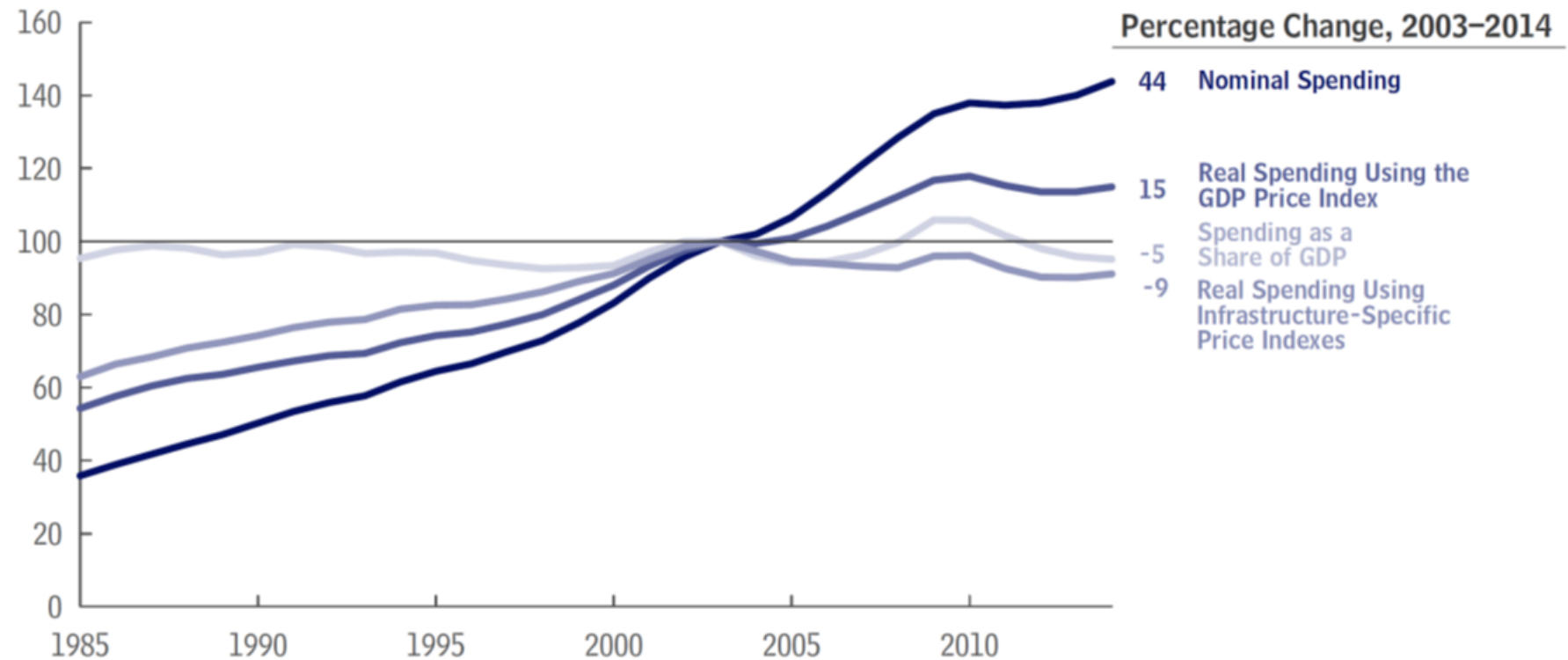


## ASCE INFRASTRUCTURE REPORT CARD

<u>Category</u>	<u>1988</u>	<u>1998</u>	<u>2001</u>	<u>2005</u>	<u>2009</u>	<u>2013</u>	<u>2017</u>
Aviation	B -	C -	D	D +	D	D	D
Bridges		C -	C	C	C	C +	C +
Dams		D	D	D+	D	D	D
Inland Waterways	B -	C	D+	D -	D -	D -	D
Ports						C	C+
Rail				C -	C -	C +	B
Roads	C +	D -	D +	D	D -	D	D

# Various Measures of Public Spending on Transportation and Water Infrastructure, 1985 to 2014

Index, 2003 = 100

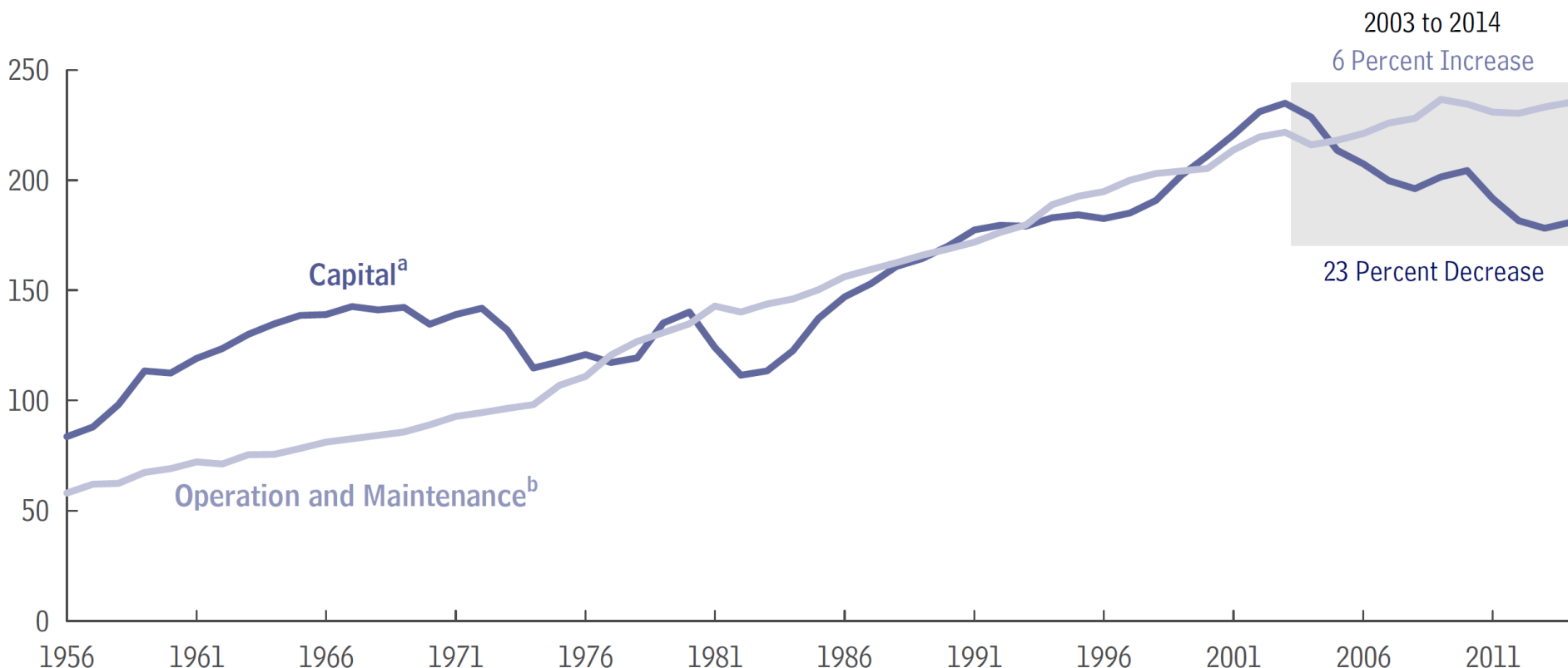


Source: Congressional Budget Office.

Note: GDP = gross domestic product.

# Public Spending on Transportation and Water Infrastructure, by Category of Spending, 1956 to 2014

Billions of 2014 Dollars



Source: Congressional Budget Office based on data from the Office of Management and Budget, the Census Bureau, and the Bureau of Economic Analysis.

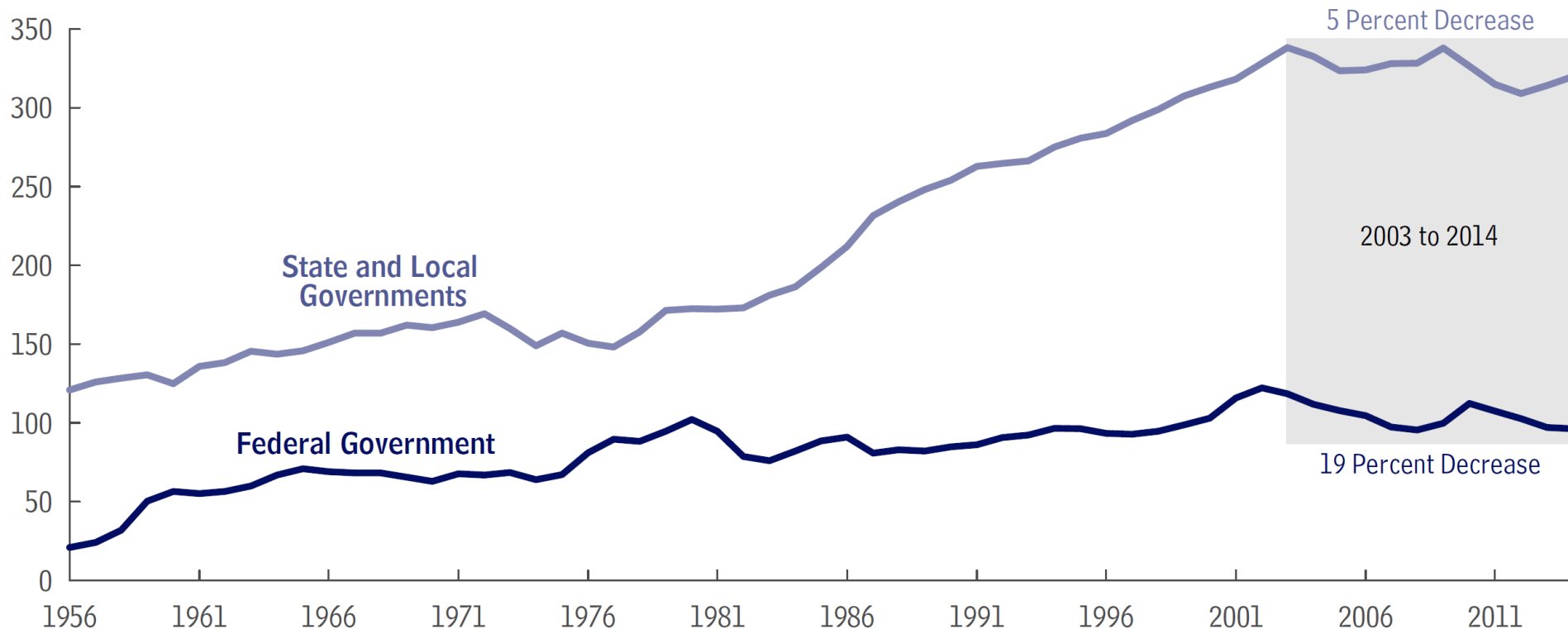
a. Dollar amounts are adjusted to remove the effects of inflation using price indexes for government spending that measure the prices of materials and other inputs used to build transportation and water infrastructure.

b. Dollar amounts are adjusted to remove the effects of inflation using price indexes for government spending that measure



# Public Spending on Transportation and Water Infrastructure, by Level of Government, 1956 to 2014

Billions of 2014 Dollars



Source: Congressional Budget Office based on data from the Office of Management and Budget, the Census Bureau, and the Bureau of Economic Analysis.

Note: Dollar amounts are adjusted to remove the effects of inflation using price indexes for government spending that measure the prices of materials and other inputs used to build, operate, and maintain transportation and water infrastructure.

## Current Administration Infrastructure Plan:

- \$1 trillion.....\$200 billion funded.....no source for the \$200 billion.
- “The President’s budget will be funded through a combination of new Federal funding, incentivized non-federal funding and newly prioritized and expedited projects.”

### Key Principles:

- Make Targeted Federal Investments
- Encourage Self-Help
- Align Infrastructure Investment with Entities Best Suited to Provide Sustained and Efficient Investment
- Leverage the Private Sector

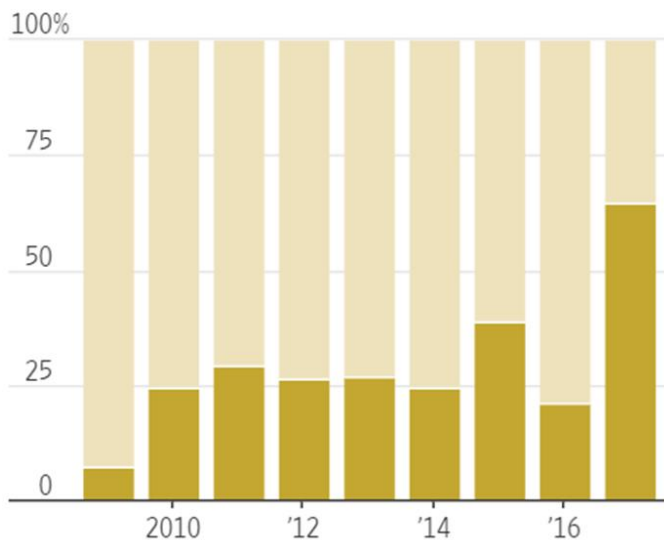
[https://www.whitehouse.gov/sites/whitehouse.gov/files/omb/budget/fy2018/fact\\_sheets/2018%20Budget%20Fact%20Sheet\\_Infrastructure%20Initiative.pdf](https://www.whitehouse.gov/sites/whitehouse.gov/files/omb/budget/fy2018/fact_sheets/2018%20Budget%20Fact%20Sheet_Infrastructure%20Initiative.pdf)

## TIGER Funding to Rural Areas:

### 2016 TIGER Grants

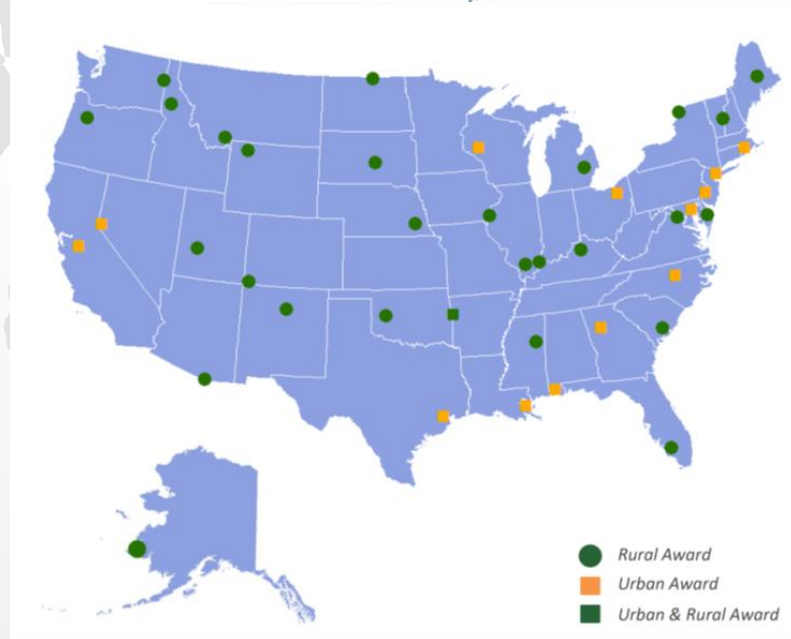
Percentage of Tiger grant money allocated

■ Rural projects ■ Urban projects



Source: Transportation Department

### 2017 TIGER Grants



## Primary Objectives of Research Study

- Improve procedure for how we prioritize transportation infrastructure investments that span an entire supply chain.
  - Improve synergies across agencies
  - Bring more resources to bear on promoting projects outside jurisdictional boundaries
  - May lead to more efficient infrastructure investing
- Convene workshops of stakeholders to share this prioritization process / results.
- Solicit input / reactions from stakeholders.
- Publish Final Report
- Present outcomes at Ag. Summit in D.C., July 26<sup>th</sup>

## Challenges

- Each agency or private entity has different objectives in how they prioritize their investments, may not be compatible across larger geographies. Leads to inefficiencies in seamless/compatible investments to any one supply chain.
- Infrastructure investments impact many other supply chains, businesses, public agencies and stakeholders. Investments are not unique to only one type of freight movement (benefits & costs).
- Time/cost at compiling information very large.
- Maintaining current information difficult, given that data is constantly changing.

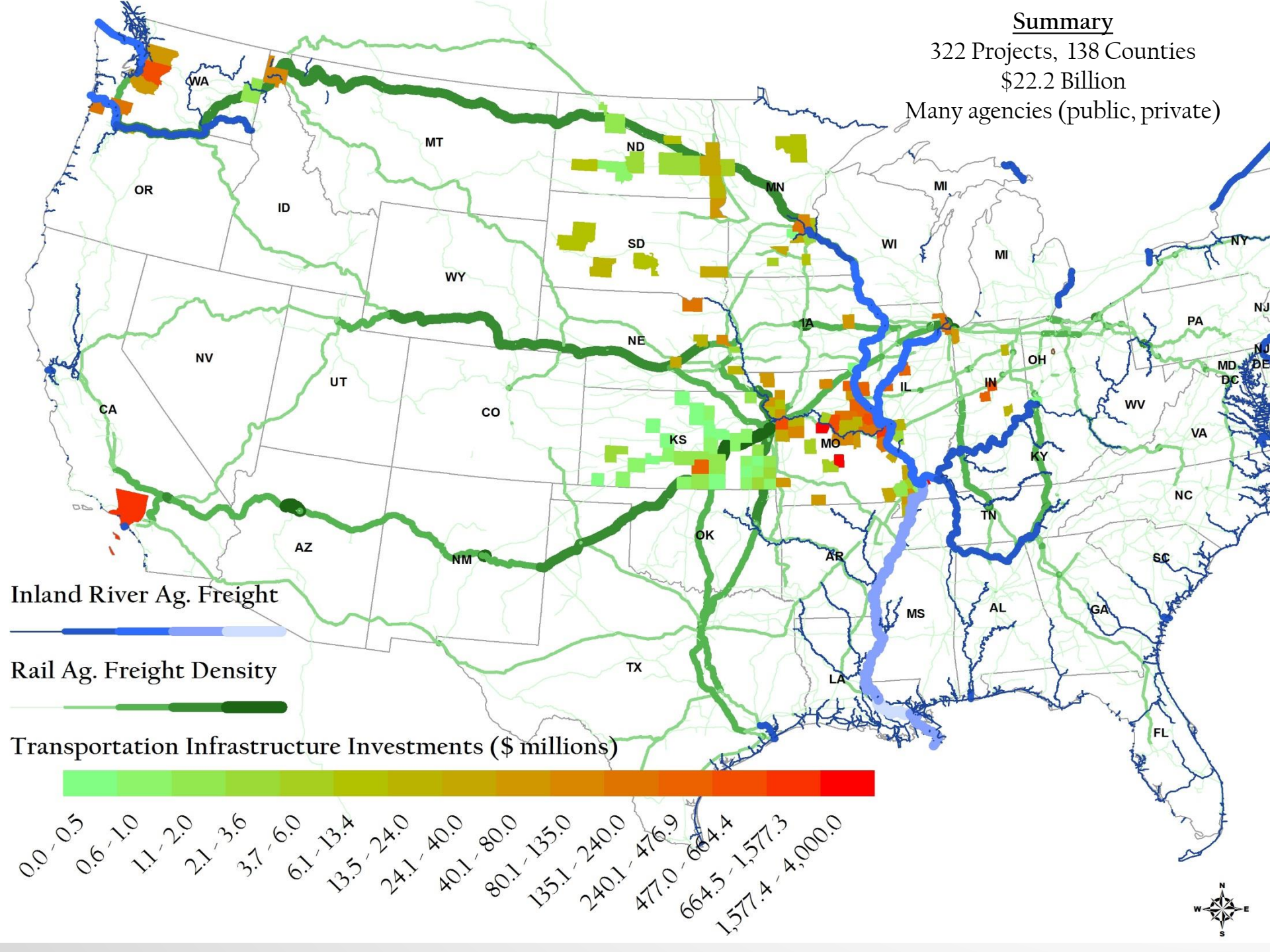


## Summary

322 Projects, 138 Counties

\$22.2 Billion

Many agencies (public, private)







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