

## **Chapter 1: Introduction**

## **Chapter 2: Travel Demand**

### **2.1 Aggregate Tabulations and Models**

- 2.1.1 *Aggregate Demand Models*
- 2.1.2 *Cross-Sectional Studies of Metropolitan Areas*
- 2.1.3 *Cross-Sectional Studies within a Metropolitan Area*
- 2.1.4 *Studies Using Time Series Data*
- 2.1.5 *Summary of Key Results of Aggregate Studies*
- 2.1.6 *Transportation and Land Use*

### **2.2 Disaggregate Models: Methods**

- 2.2.1 *Basic Discrete-Choice Models*
- 2.2.2 *Estimation*
- 2.2.3 *Interpreting Coefficient Estimates*
- 2.2.4 *Data*
- 2.2.5 *Randomness, Scale of Utility, and Measures of Benefit*
- 2.2.6 *Aggregation and Forecasting*
- 2.2.7 *Specification*
- 2.2.8\* *Ordered and Rank-Ordered Models*

### **2.3 Disaggregate Models: Examples**

- 2.3.1 *Mode Choice*
- 2.3.2 *Trip Scheduling*
- 2.3.3 *Choice of Free or Express Lanes*

### **2.4 Advanced Discrete-Choice Modeling**

- 2.4.1 *Generalized Extreme Value Models*
- 2.4.2\* *Combined Discrete and Continuous Choice*
- 2.4.3\* *Disaggregate Panel Data*
- 2.4.4 *Random Parameters and Mixed Logit*
- 2.4.5\* *Endogenous Prices*

### **2.5\* Activity Patterns and Trip Chaining**

### **2.6 Value of Time and Reliability**

- 2.6.1 *Value of Time: Basic Theory*
- 2.6.2 *Empirical Specifications*
- 2.6.3\* *Extensions*
- 2.6.4\* *Value of Reliability: Theory*
- 2.6.5 *Empirical Results*

### **2.7 Conclusions**

## **Chapter 3: Costs**

### **3.1 The nature of cost functions**

### **3.2 Cost functions for public transit**

3.2.1\* *Accounting cost studies*

3.2.2\* *Engineering cost studies*

3.2.3 *Statistical cost studies*

3.2.4 *Cost functions including user inputs*

### **3.3 Highway travel: congestion technology**

3.3.1 *Fundamentals of Congestion*

3.3.2 *Empirical Speed-Flow Relationships*

3.3.3 *Dynamic Congestion Models*

3.3.4 *Congestion Modeling: A Conclusion*

### **3.4 Highway Travel: Short-Run Cost Functions and Equilibrium**

3.4.1 *Stationary-State Congestion on a Homogeneous Road*

3.4.2 *Time-Averaged Models*

3.4.3 *Dynamic Models with Endogenous Scheduling*

3.4.4 *Network Equilibrium*

3.4.5\* *Parking Search*

3.4.6 *Empirical Evidence on Short-Run Variable Costs*

### **3.5 Highway Travel: Long-Run Cost Functions**

3.5.1 *Analytic Long-Run Cost Functions*

3.5.2\* *The Role of Information Technology*

3.5.3\* *Empirical Evidence on Capital Costs*

3.5.4 *Is Highway Travel Subsidized?*

### **3.6 Intermodal Cost Comparisons**

### **3.7 Conclusions**

## **Chapter 4: Pricing**

### **4.1 Congestion Pricing of Highways**

*4.1.1 Static Congestion*

*4.1.2 Dynamic Congestion*

### **4.2 Second-Best Pricing**

*4.2.1 Network Aspects*

*4.2.2 Time-of-Day Aspects*

*4.2.3 User Heterogeneity*

*4.2.4\* Stochastic Congestion and Information*

*4.2.5 Interactions with Other Distorted Markets*

*4.2.6 Second-Best Pricing: A Conclusion*

### **4.3\* Congestion Pricing in Practice**

*4.3.1 Singapore*

*4.3.2 Norwegian Toll Rings*

*4.3.3 Value Pricing in the US*

*4.3.4 London Congestion Charging*

*4.3.5 Other Applications*

*4.3.6 Pricing Technology*

### **4.4 Pricing of Parking**

### **4.5 Pricing of Public Transit**

*4.5.1 Fare Level*

*4.5.2 Fare Structure*

*4.5.3 Incentive Effects of Subsidies*

### **4.6 Conclusions**

## **Chapter 5: Investment**

### **5.1 Capacity choice for highways**

*5.1.1 Basic Results: Capacity Choice with First-Best Pricing and Static Congestion*

*5.1.2 First-Best Capacity in More Complex Settings*

*5.1.3 Second-Best Highway Capacity*

*5.1.4\* Naïve Investment Rules*

### **5.2 Cost-benefit analysis**

*5.2.1 Willingness to Pay*

*5.2.2 Demand and Cost Forecasts*

*5.2.3 Discounting Future Costs and Benefits*

*5.2.4 Shifting of costs and benefits*

*5.2.5 External Benefits and Network Effects*

*5.2.6 Conclusion: The Use and Misuse of Cost-Benefit Analysis*

### **5.3 Conclusions**

## **Chapter 6: Industrial Organization of Transportation Providers**

### **6.1 Private Highways**

*6.1.1 Single Road with Static Congestion*

*6.1.2\* Single Road with Dynamic Congestion*

*6.1.3 Heterogeneous Users*

*6.1.4 Private Toll Lanes: The Two-Route Problem Revisited*

*6.1.5\* Competition in Networks*

### **6.2 Regulation and Franchising of Private Roads**

### **6.3 Privately Provided Transit Services**

*6.3.1 Forms of Privatization*

*6.3.2 Market Structure and Competitive Practices*

*6.3.3 Efficiency of Public and Private Providers*

*6.3.4\* Experience with Privatization and Deregulation*

*6.3.5\* Paratransit*

*6.3.6\* Conventional Taxi Service*

### **6.4 Conclusions**

## **Chapter 7: Conclusion**