



The National Surface Transportation Commission and the MVFC

April 2008



THE UNIVERSITY
of
WISCONSIN
MADISON



MVFC

Recommendations

- ❖ The USDOT should help policy makers and the general public understand the importance of freight movement.
- ❖ The federal government must define strategies and standards for implementing advanced traveler information.
- ❖ A federal initiative is needed to address bottlenecks such as Detroit border crossing or CREATE.
- ❖ The federal government might also consider steps and incentives to encourage states to pool resources to address regional bottlenecks.
- ❖ The federal government should take a leadership role in engaging the states and industry to develop a national system and a national strategy for increasing highway capacity.
- ❖ The federal government may need to take a larger role in addressing railroad capacity.

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Recommendations

Public policies should be enacted that encourage the efficient use of all modes. Some of the measures that could be considered include:

- ❖ Expanding use of pre-clearance techniques to streamline the paperwork involved in intermodal transactions.
- ❖ Investing in research to improve the technologies of intermodal transfer with the goal of making such transfers more economically and temporarily competitive.
- ❖ Increasing the payload weight limits for truck drayage shipped largely by rail or water.
- ❖ Revising tax policies, such as the Harbor Maintenance Tax, which now make the use of our abundant waterways less competitive.
- ❖ Defining special corridors as trade zones to increase the traffic density, making rail movements more competitive.
- ❖ Encouraging and providing incentives for private sector investments.
- ❖ Building relationships with private sector partners that can invest in intermodal facilities.

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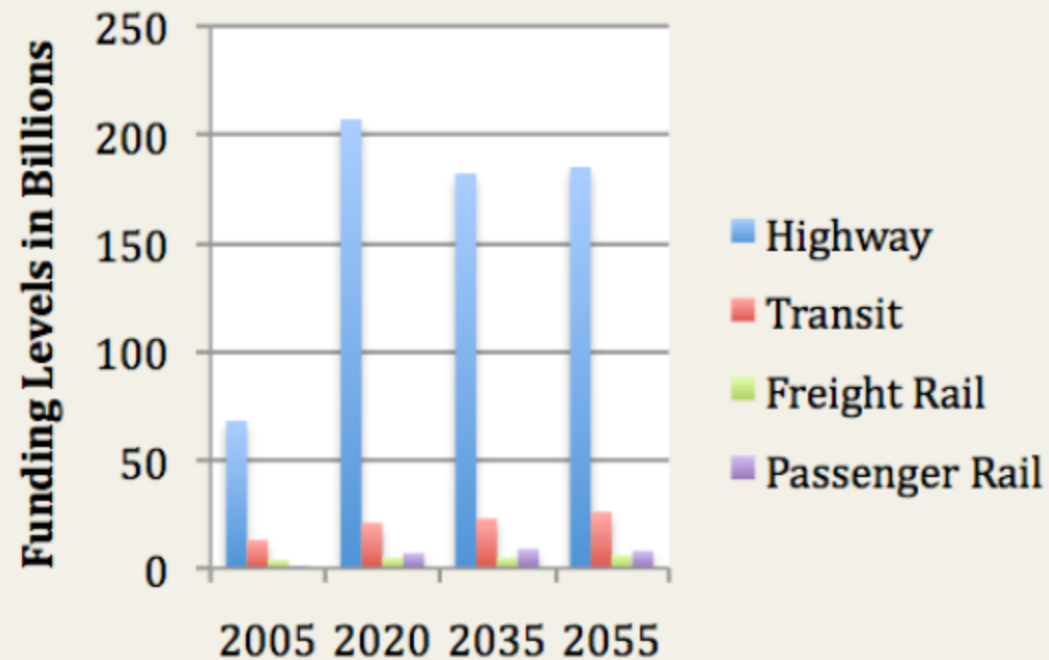
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Recommendations

- ❖ The federal government should make a concerted effort to engage shippers and carriers to identify impediments to efficient freight movements and then strategies to reduce those impediments.
- ❖ The federal government should assign a very high priority to leading the effort to find, refine and make available alternative energy sources for transportation to reduce our dependence of fossil fuels.
- ❖ The federal government must commit itself to maintaining and improving sources of information relative to the movement of freight.
- ❖ The federal government should provide leadership for the states and the industry to establish a sheltered new truck driver intern program.
- ❖ There must be predictable and sustained federal investment programs. Those programs must be expanded in size and cover all the modes.
- ❖ The federal government should take a leadership role in facilitating public partnerships to finance and implement transportation efforts

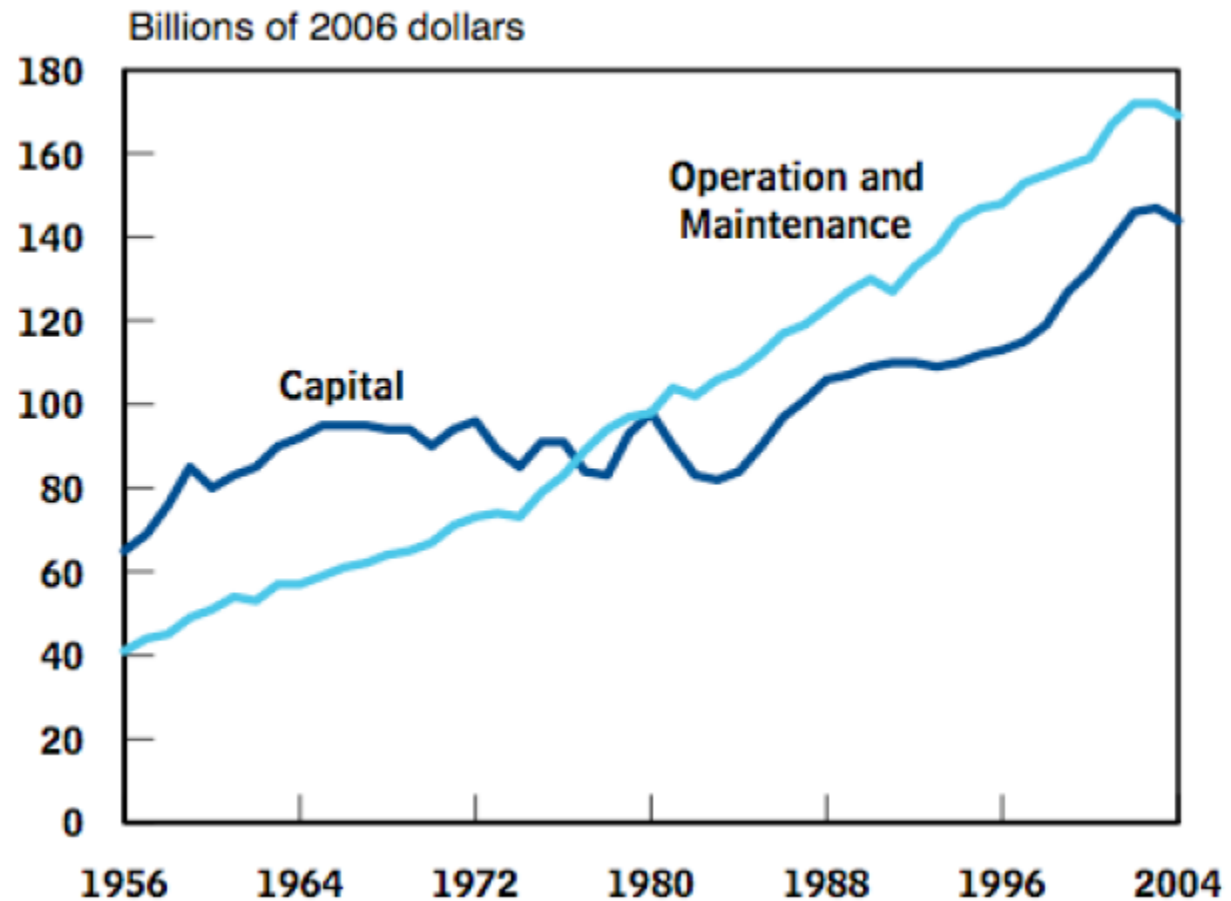
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Commission's Proposed Funding



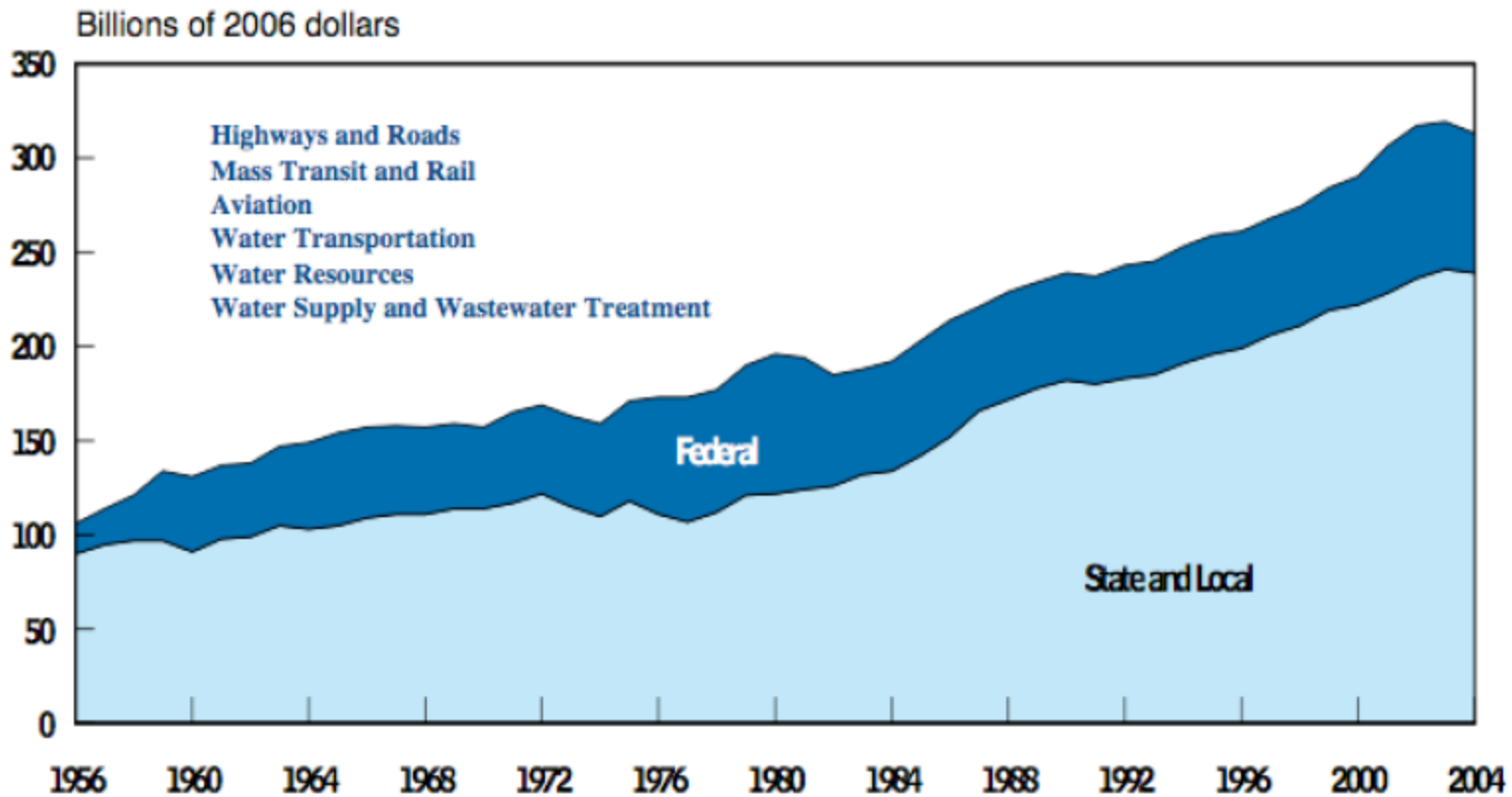


Public Spending for Infrastructure



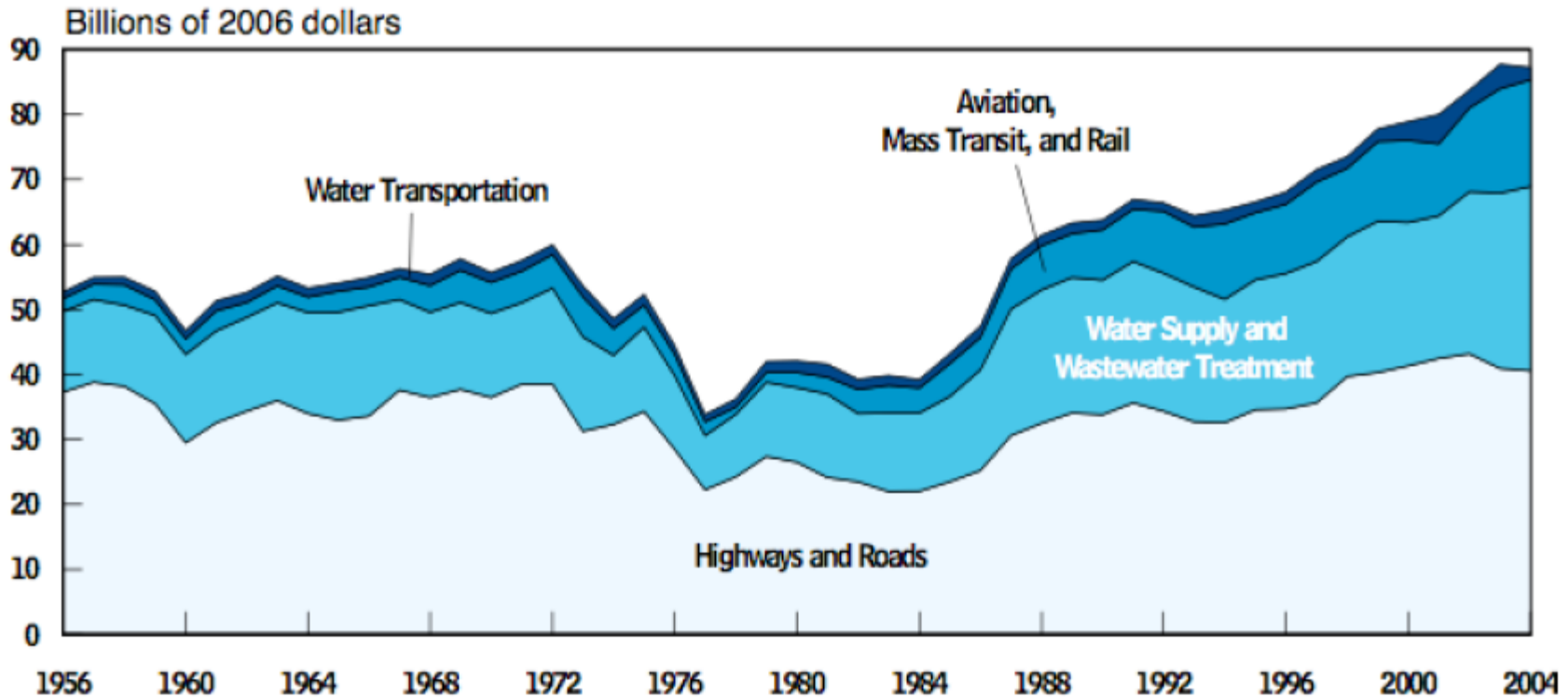


Public Funding by Source





State and Local Funding



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Commission: Funding

Compatible with MVFC

- Consolidate 108 programs from five agencies into 10 programs
- Federal government should maintain a 40% share of total funding
- Use freight fee (container charge, waybill charge, etc.) to fund the removal of freight bottlenecks
- Remove barriers to tolls for new capacity and congestion pricing
- Uniform toll collection technology

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Funding: Beyond MVFC

- The federal Motor Fuel Tax (MFT) should be raised from 5 to 8 cents per year over next five years, for a total of 25 to 40 cents
- Index federal MFT to inflation
- Levy federal ticket tax on transit
- Dedicate a portion of customs duties to freight-related improvements
- Use federal tax credit for freight facility expansion
- Levy ticket tax for passenger rail
- Share carbon tax for projects that reduce CO2 emissions
- Expand use of congestion pricing
- Encourage 3Ps
- Require a national study for long term (beyond 2025) revenue solutions
- Rename the Highway Trust Fund to Surface Transportation Fund



Commission Planning

Compatible with MVFC

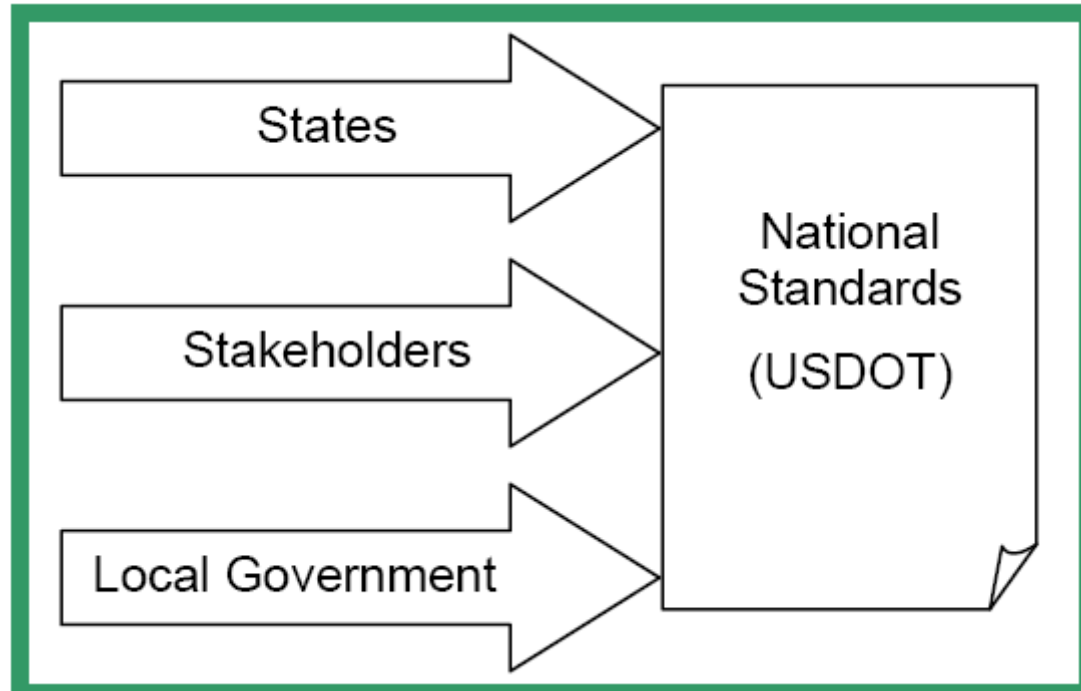
- USDOT would take the lead in developing a National Freight Plan
- Encourage multi-state freight groups

Beyond MVFC

- Programs would be based on individual state plans
- Develop national performance standards for each program
- Develop state and local standards within the national framework
- Plans would be updated before each reauthorization
- Projects would have to be within plans and cost-beneficial
- Progress toward meeting performance standards would be measured
- A National commission would be established to oversee national policy, advise Congress, consolidate plans and allocate funds to projects
- Metropolitan mobility plans required for areas over a million
- Current metropolitan planning processes retained for smaller areas

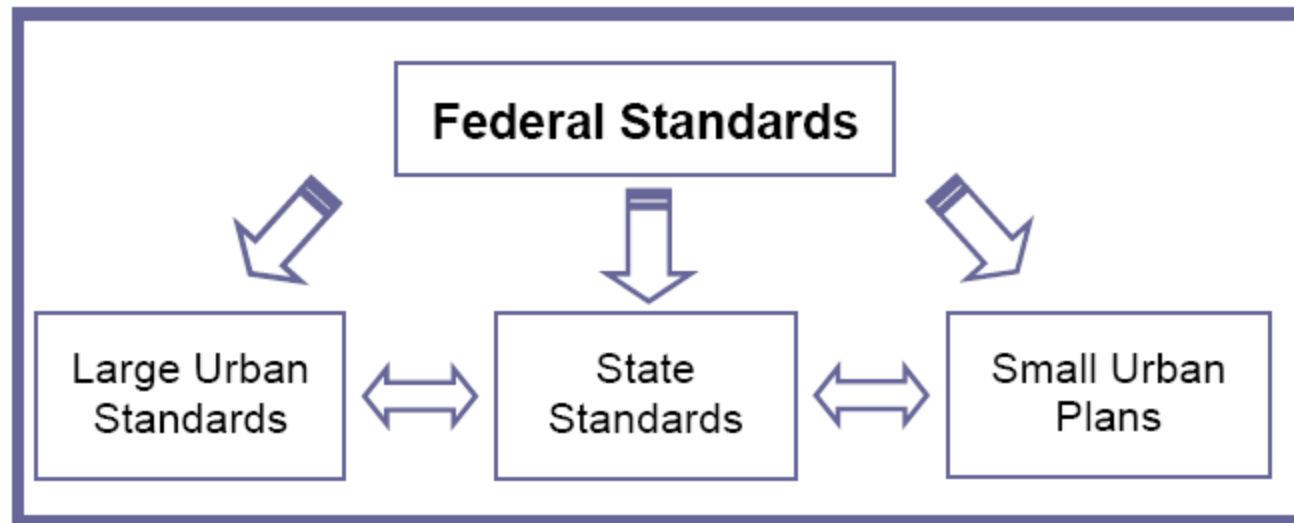


Developing National Standards



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Developing State and Regional Standards

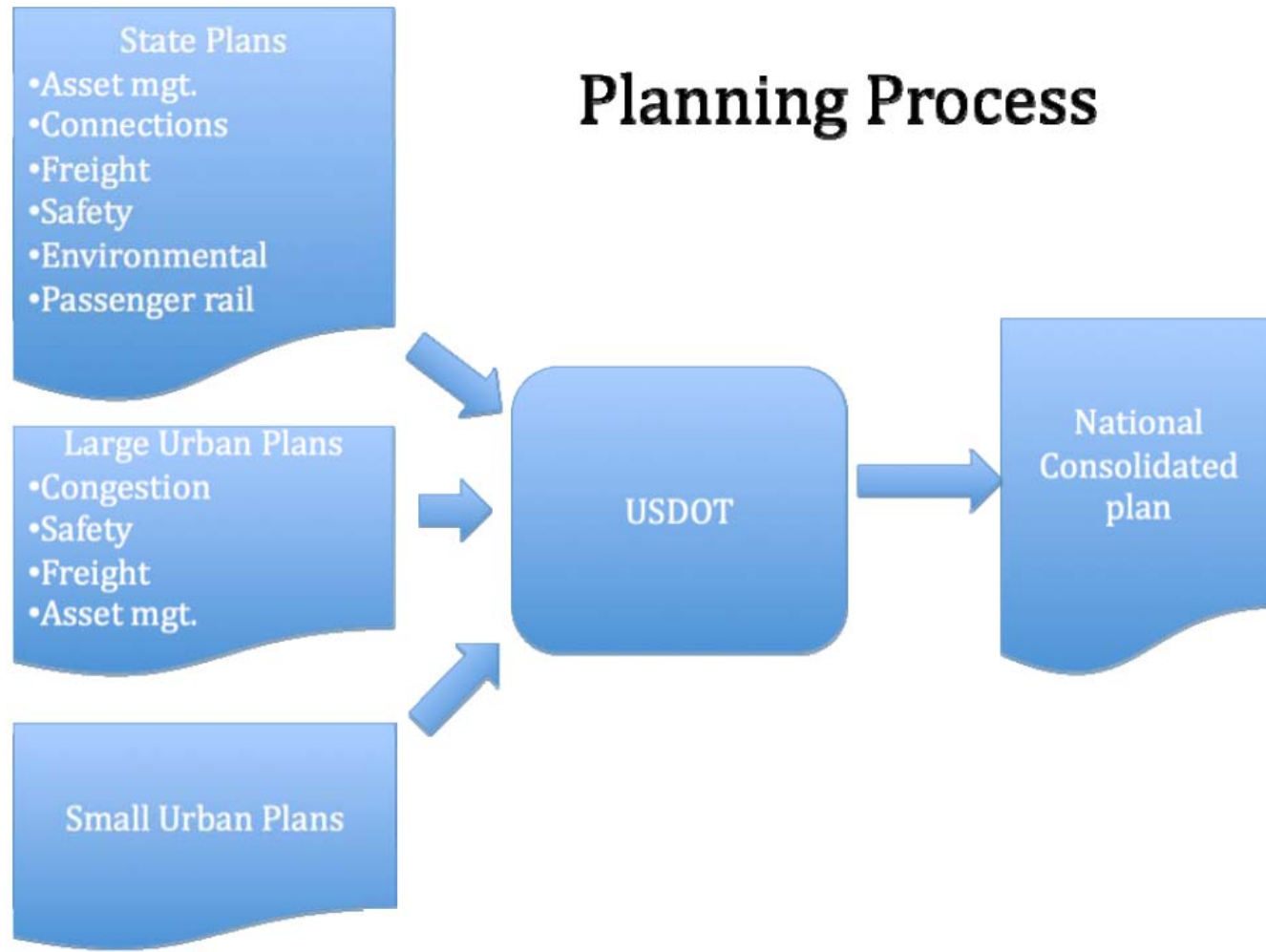




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NATIONAL CENTER FOR INFRASTRUCTURE

Planning Process

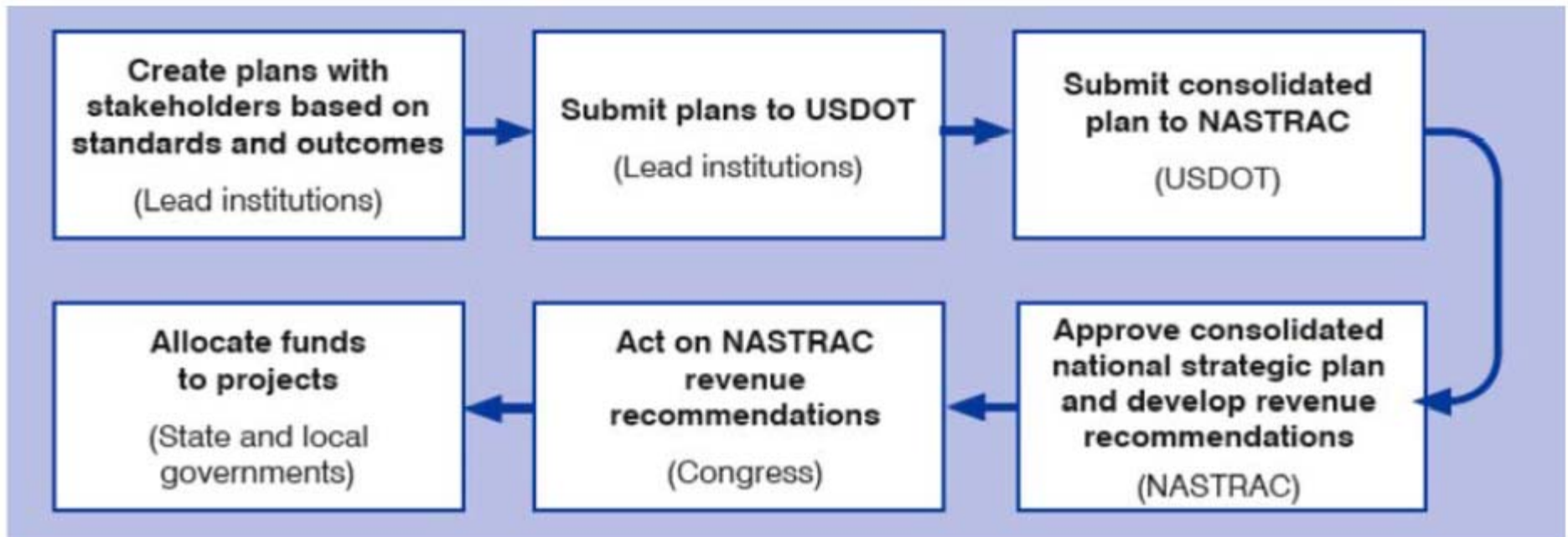


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The Role of the NASTRAC



Development of a Performance Based Planning Process

- Integration of performance-based methods into the planning process remains a desirable and importance objective.
- States and MPOs are looking for guidance rather than regulation.
- Implementation of performance-based planning methodology in the transportation planning context is an evolutionary process.
- Programs that started out comprehensive in nature have been refined to provide a smaller, more focused method of measuring system condition and performance.
- Performance measures are being applied in a variety of contexts.
- The research findings do not warrant any endorsement for using performance measures as a way of replacing current transportation project prioritization and selection processes with purely analytical, quantitative methods.
- In most transportation agency applications, performance-based approaches have not yet had a significant impact on the ultimate outcome of decisions.



Commission Research

Compatible with MVFC

- Authorize \$200 million annually for energy research to reduce dependence on petroleum
- Develop national R&D plan with goals
- Invest in data collection

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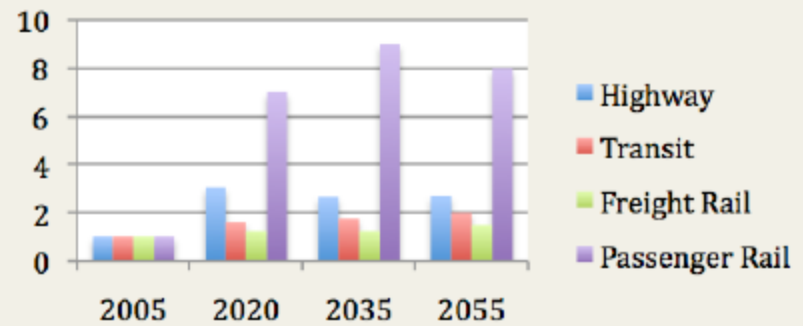


Major Commission Omissions

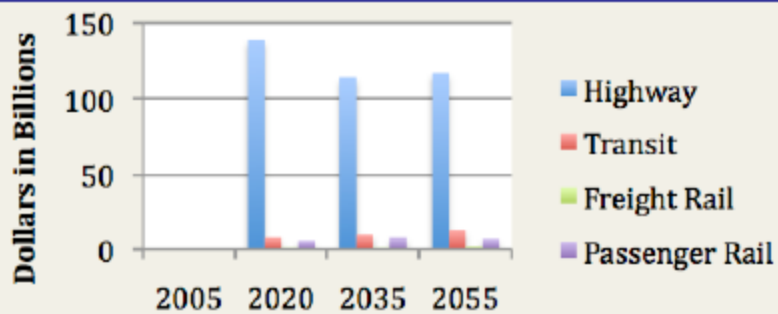
- Inter-modalism
- Improved freight productivity
 - Less intrusive enforcement
 - Parking information
 - Traveler information
 - Drowsy driver detection systems
- Improved awareness of freight by policymakers and the public
- A multi-modal national freight network
- Encourage use of inland ports

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Relative Growth in Funding



Absolute Growth in Funding





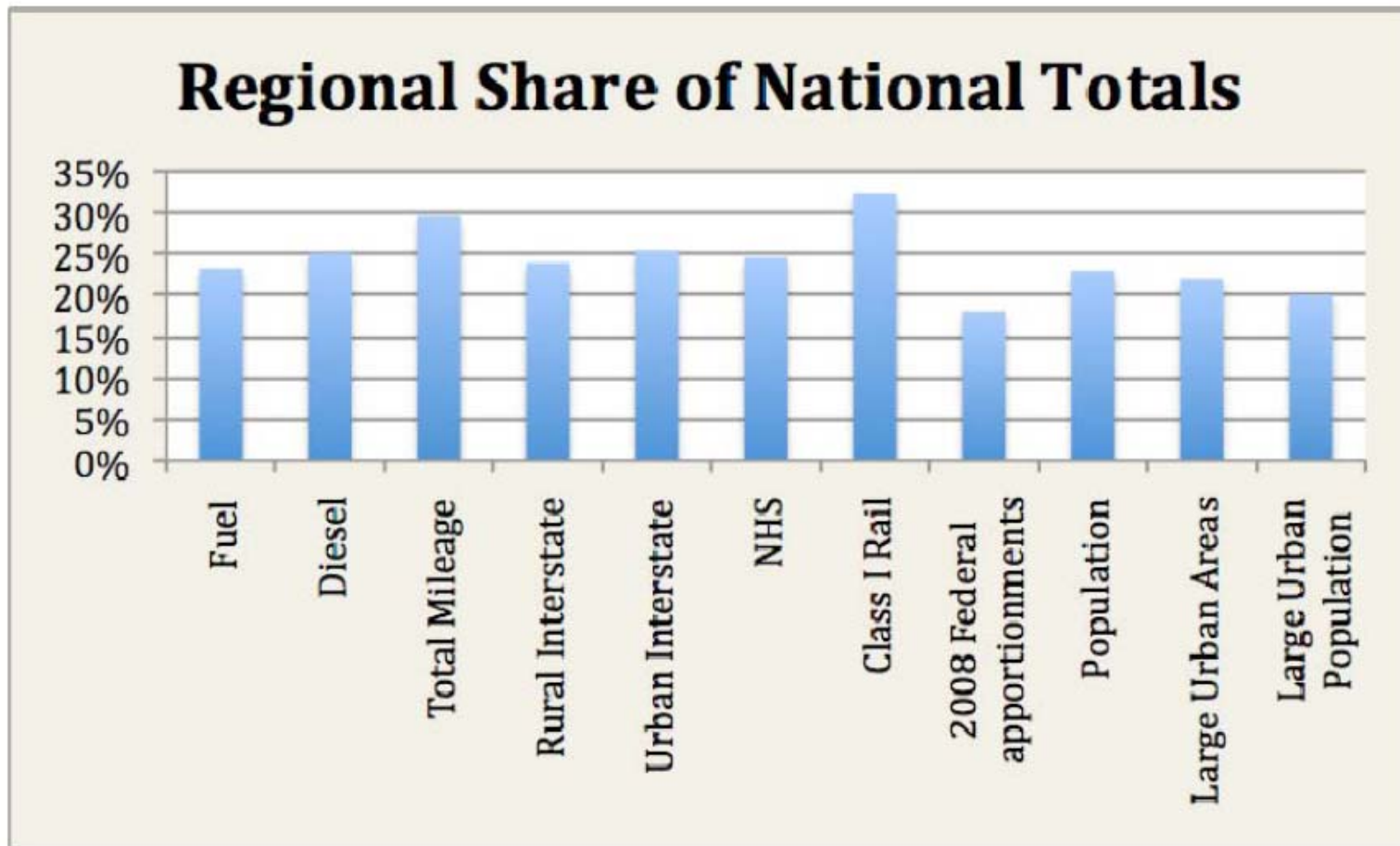
Potential Commission Omissions

- Technology: Research on innovation and standards for interoperability for transportation technology
- Encourage use of technology
 - Information
 - Interoperability standards
 - WIM and other truck technology
 - Inter-jurisdiction coordination
- Provide states more flexibility in funding programs
- Align funding to national strategies
- Reexamine the revenue collection methods
- Incremental actions on energy policy

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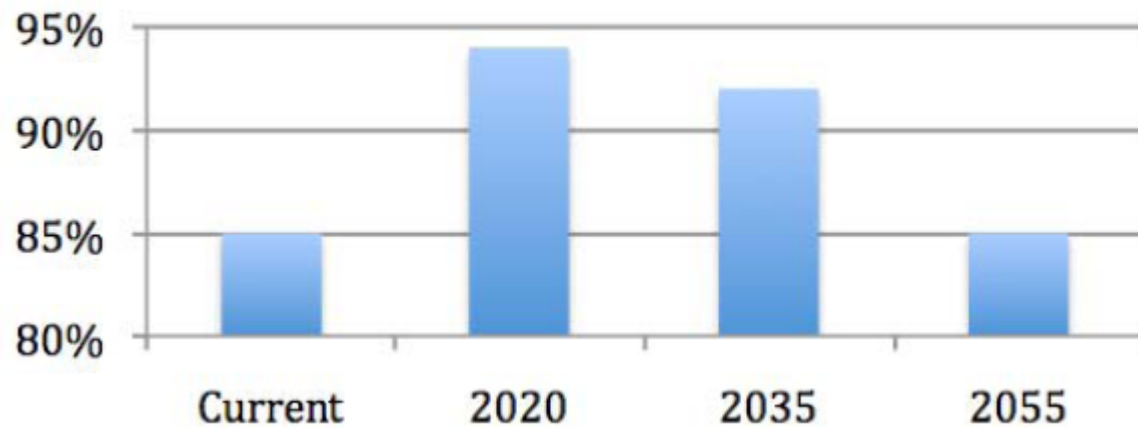
What Does it Mean for the MVC?





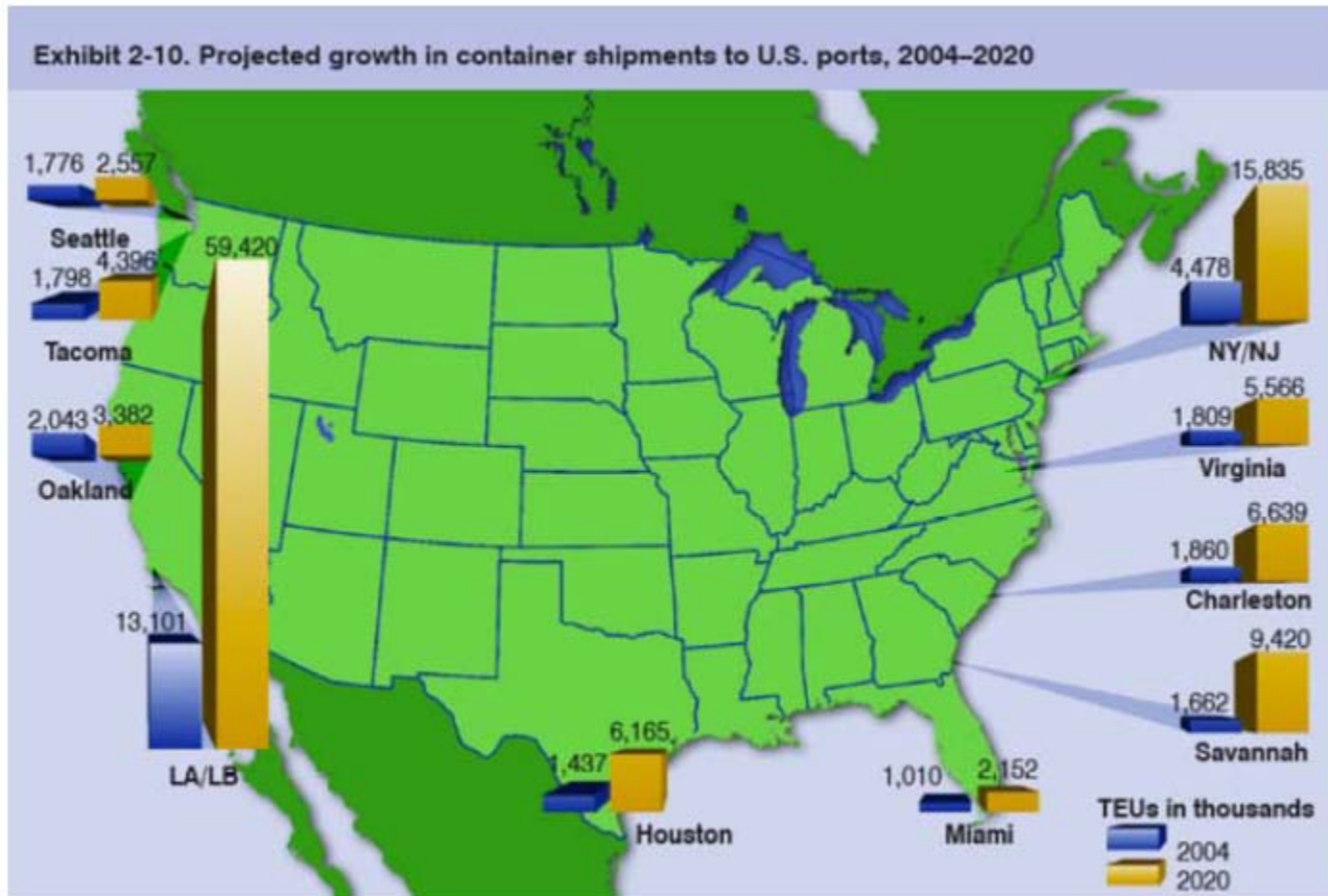
Rebuild America

% of VMT on NHS Quality Pavements



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Growth in Container Shipments 2004-2020

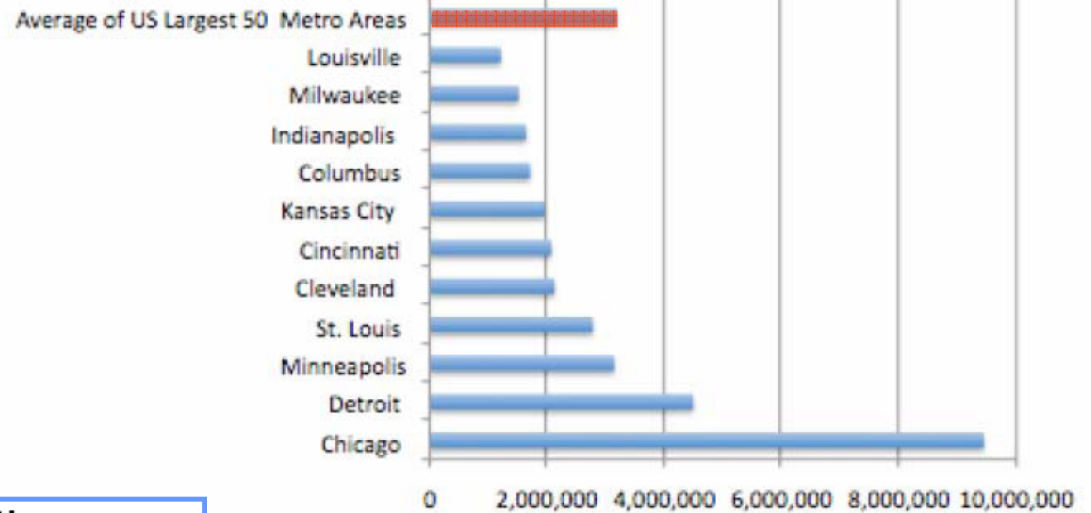




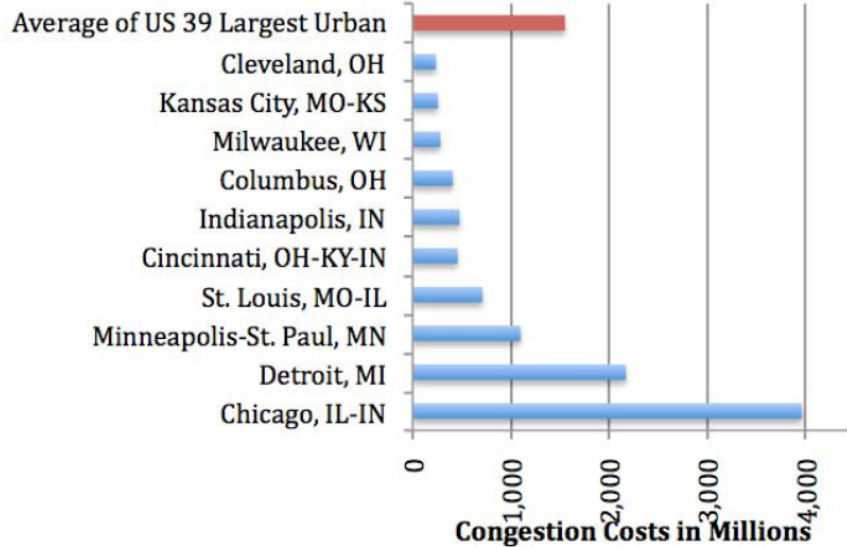
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Congestion Relief

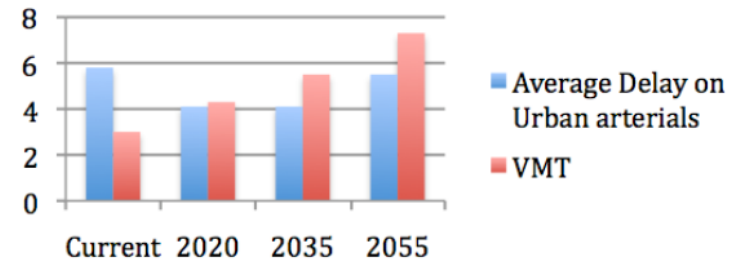
Population of Largest Metro Areas in the MVC



Annual Cost of Urban Congestion



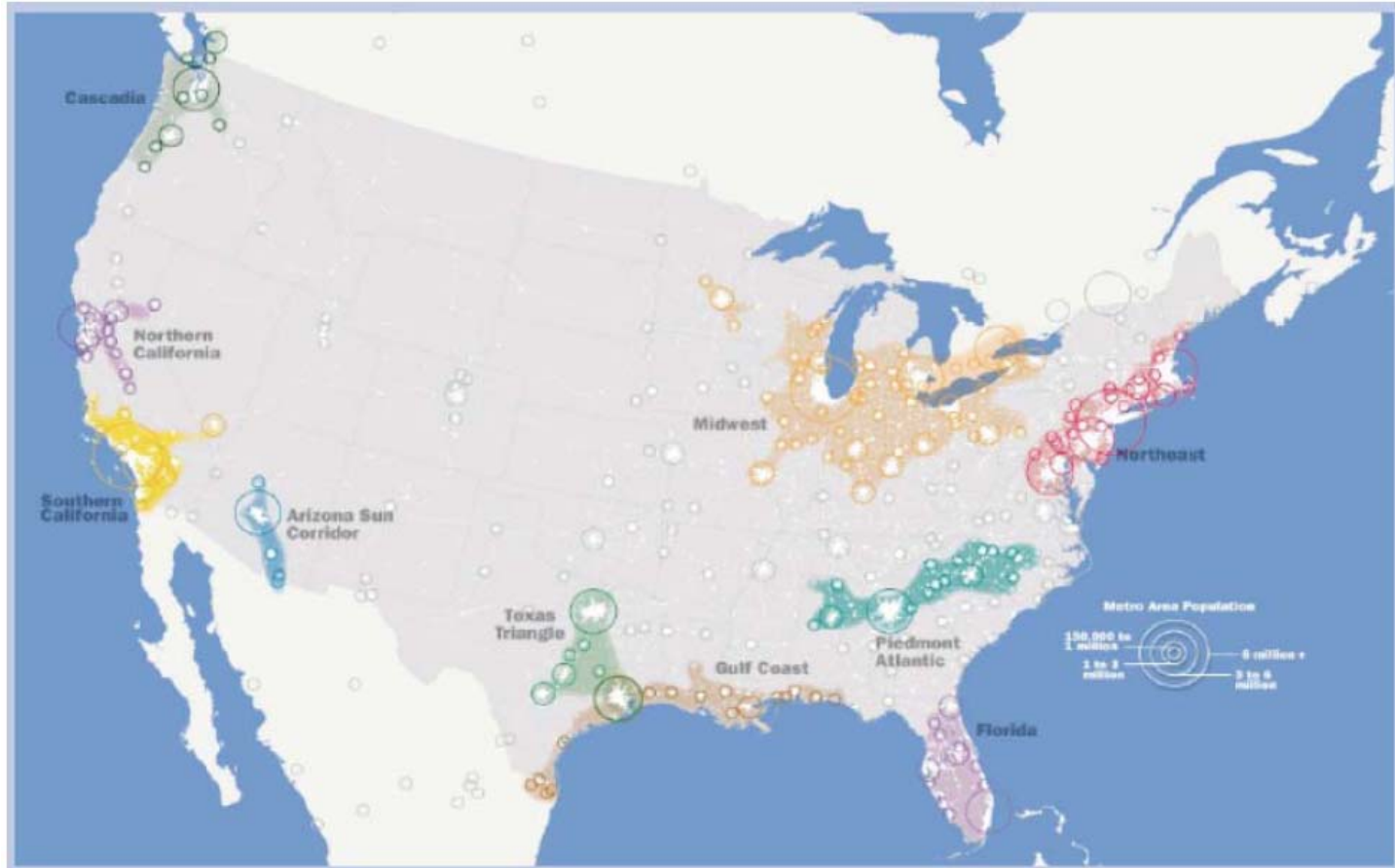
Expected Impact on VMT and Delay



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Connecting America Mega-Regions



Passenger Rail System at 2050

Exhibit 4-21. PRWG proposed 2050 intercity passenger rail network



Background map based on "America 2050: A Prospectus".
www.america2050.org. Regional Plan Association

This map identifies the passenger rail network that corresponds to the long-term capital costs and ridership projections identified in Exhibit 4-17. The PRWG describes this map as illustrative, as the exact routes that would be included in such a network could differ.



Other Issues

- ❖ Recommended funding is in all dollars: 60% of the highway dollars would be non-federal
- ❖ Tolling and congestion pricing made easier
- ❖ The environmental fund may make some expenditures easier

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Conclusions

- ❖ Major increase in funding would allow progress in meeting highway needs
- ❖ Planning requirements hold the promise for greater accountability and understanding
- ❖ Rail funding might allow progress on issues like CREATE

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Conclusions

- ❖ Still lacking a policy framework for dealing with rail
- ❖ Lack of attention to the water mode
- ❖ Congestion relief focus on large metro areas may not help this region as much
- ❖ Freight focus on internal trade may not help this region much



Conclusions

- ❖ Connecting America should help the MVC
- ❖ Rebuilding America should also help
- ❖ Ultimately the impact will depend on final decisions on allocating funds

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