

A New Vision for the 21st Century Transportation: Invest in Our Future

AASHTO Executive Director John Horsley
Presentation to the
National Surface Transportation Policy and
Revenue Study Commission
Washington, DC
July 26, 2007



Vision Consensus Nearly as Significant as Vision Itself

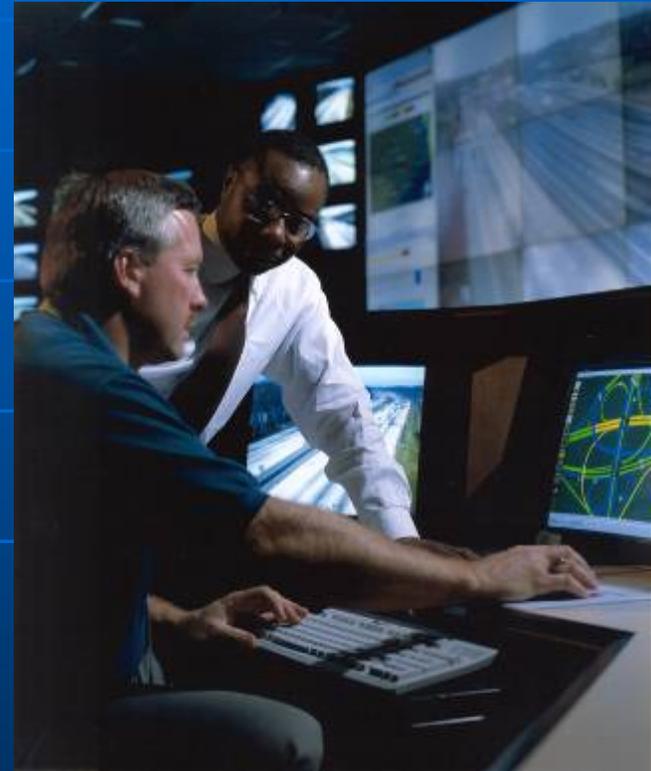
- Visioning process and conference jointly funded by eight national organizations
- Approved by AASHTO Executive Committee
- Letter of Transmittal signed by 17 national organizations

National Transportation Visions Over the Last Century

1915	Get Farmers Out of the Mud
1956	Coast to Coast Without a Stoplight
1991	ISTEA: Safe and Intermodal
2007 and Beyond	New Strategy Which Goes Beyond What Has Been Done Before

Priority Objectives

- Reduce Congestion
- Keep America Globally Competitive
- Meet 21st Century Mobility Needs



Key Strategies

- **A multi-modal approach is needed which:**
 - **Preserves what has been built to date**
 - **Improves system performance**
 - **Adds substantial capacity in highways, transit, rail, airports and seaports**

Higher Priority

- Connections to world markets
- Regional passenger rail service



Synchronize Policies

Transportation

Housing

Environment

Energy

Land Use



Changes Required

- Quantum increase in funding
- Use of advanced technologies
- Get governmental regulations out of the way
- Interjurisdictional collaboration

Strong Federal Funding Role

- To have a National Transportation System
 - A strong federal funding role is imperative
- To meet national needs, all levels of government
 - Must continue to fund their share
45% federal 55% state and local

Top Ten Policy Priorities

- Increase funding for core highway and transit programs and ensure solvency of the Highway Trust Fund
- Generate net new funding for strategic national investments from sources outside the Highway Trust Fund for
 - Intercity passenger rail
 - Transit new starts
 - Highway projects of national significance
 - Freight rail capacity

Top Ten Policy Priorities

- **Critical Corridors of Commerce – 25-year initiative**
 - Funded from freight-related user fees
 - Fix freight bottlenecks, access to ports, national network of dedicated truck lanes
- **When necessary, transition from fuel taxes to alternative sources of funding**
- **Preserve and modernize the system**

Top Ten Policy Priorities

- **Improve system performance**
- **Aggressively invest in public transportation**
 - Cost to improve
\$31 billion (2007) \$55 billion (2030)
- **Aggressively invest in system capacity**
 - Highway cost to improve
\$155 billion (2007) \$274 billion (2030)
 - PB \$103 billion for Interstate
 - \$77 billion for passenger rail

Top Ten Policy Priorities

- Enact and enforce tougher laws to reduce fatalities 1,000 per year
- Invest in safety improvements, deploy advanced technology for vehicles and roadways to save lives

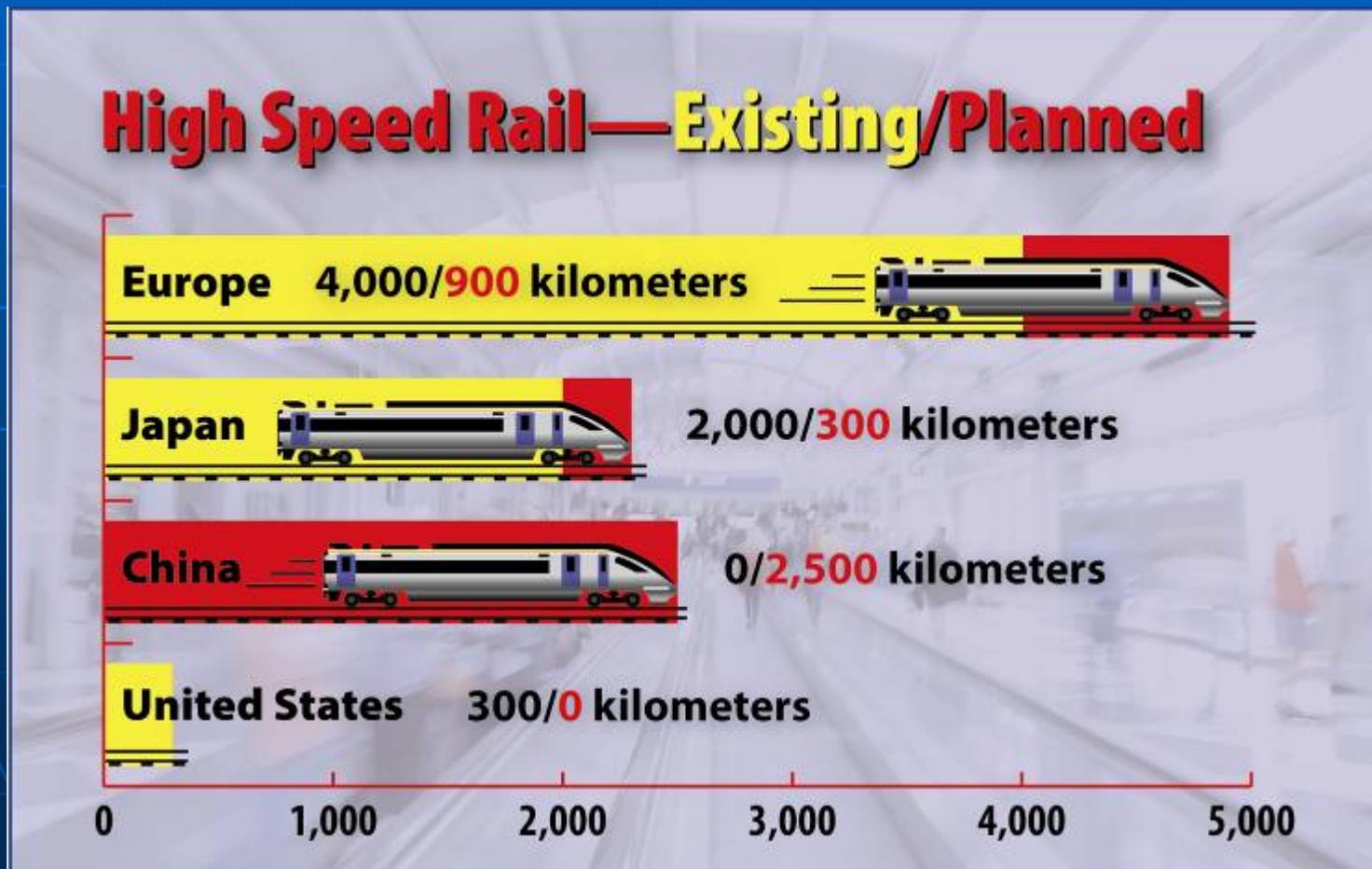


New Dynamics Require New Solutions

- Global competition from China, India and Europe
- They are aggressively investing in freight systems and high speed rail
- Need to integrate the transportation systems of the U.S., Canada and Mexico to compete as a North American Market
- To compete we need to invest in projects of national significance

New Dynamics Require New Solutions

High speed rail investments planned



New Dynamics Require New Solutions

Metropolitan Mobility Strategies

- Intercity passenger rail in mega-regions
- Double transit ridership by 2030
- Advanced ITS technologies and aggressive management
- Fix bottlenecks, add highway capacity, HOT lanes and dedicated truck lanes

New Dynamics Require New Solutions

Global Climate Change Strategies

- Support President's goal to reduce oil consumption 20% over 10 years
- Double fuel efficiency of auto and light truck fleet by 2030
- Double transit ridership by 2030. Double it again by 2055
- Reduce rate of VMT growth to 5 trillion vs. 7 trillion by 2055
- Reduce percentage of commuters who drive alone, increase percentage who ride transit, walk, bike or work at home

New Dynamics Require New Solutions

- To help Congress adjust tax rates, appointment of a Commission like the Postal Regulatory Commission or BRAC may prove helpful

All Levels of Government Must Continue to Fund Their Share

National Capital Investment in Highways (billions)

	2010	2015	Funding Increase Needed	New Toll Revenue	Net Required
Federal	\$43	\$73	\$30		\$30
State/ Local	\$52	\$87	\$35	\$8	\$27
Total	\$95	\$160	\$65	\$8	\$57

New Vision or Complacency?

New Vision

- Political will to provide quantum increase in funding
- Innovation to reduce congestion and traffic fatalities
- Keep America globally competitive

New Vision or Complacency?

Complacency

- More congestion
- More time stuck in traffic
- More jobs lost to competitors like China who are investing aggressively in transportation and technologies of tomorrow to catch up and surpass us