

Transportation Research Funding

Reauthorization Efforts

Monique Evans, P.E., CPM
Administrator, Ohio DOT Office of Research & Development
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Overview

- Lessons learned from SAFETEA-LU
- Overarching Issues Impacting the next Reauthorization
- Transportation Funding Reauthorization Efforts
- Research Funding Reauthorization Efforts

SAFETEA-LU Funding

- \$286.5 billion for FFY 2004-2009
 - \$42.3 billion covered 2004 obligations
 - \$244.15 billion left for FFY 2005-2009
- Title V: Transportation Research
 - \$2.149 billion (about 1% of the total)
- Heavily earmarked
- Balance donor-donee considerations

What Shaped the SAFETEA-LU Debate

- Total size of the funding pool
 - Closely linked to the Highway Trust Fund (HTF), which is funded by fuel tax
- Formula used to distribute \$\$ to states
 - Strong desire to increase the minimum guarantee returned to states

What Will Shape the Next Reauthorization Debate

- How are we going to fund the future highway system?
 - HTF surplus balance expected to run out by 2009 forcing Congress to increase taxes to grow the program
 - Increased transportation investment will be needed to keep the U.S. competitive in the global economy and immediate Congressional action will be required to avoid a reduction of \$11 billion or more in federal highway assistance in 2009.

Future Transportation Policy & Funding Recommendations

- National Surface Transportation Policy & Revenue Commission

Created by Congress under SAFETEA-LU.

Held six field hearings to get input from stakeholders.

<http://www.transportationfortomorrow.org/information/>

Recommendation reports due to Congress 12/31/07.

AASHTO's 2007 Policy Reports to the Commission

Transportation - Invest in our Future:

- Future Needs of the U.S. Transportation System
- Surface Transportation Policy Recommendations
- Revenue Sources to Fund Transportation Needs
- America's Freight Challenge
- A New Vision for the 21st Century *
- State DOT Performance Management Programs: Select Examples
- Accelerating Project Delivery

<http://www.transportationvision.org/report.html>

Surface Transportation Policy Recommendations

- To increase federal highway funding from \$43 billion a year to \$73 billion a year, and to increase funding for transit from \$10.3 billion a year to \$17.3 billion a year, by the year 2015;
- To supplement state and local revenues through alternative financing options;
- To double transit ridership over the next 20 years;
- To preserve the 47,000-mile Interstate Highway System so it lasts for another 50 years;
- To add nearly as much capacity to the Interstate Highway System as it already has, over the next 50 years;
- To reduce annual fatalities on U.S. Highways by 10,000 per decade;
- To reduce congestion and energy consumption, and improve air quality;
- To establish a National Rail Transportation Policy to address the needs of passenger-travel and freight users.

A Vision for the National Transportation System

- Based on a joint AASHTO/Industry Visioning Conference in May 2007.
- Goal: Develop a consensus on major themes.
- Results: Refined vision statements in nine areas.

AASHTO Vision Areas

1. The Big Picture – Freight
2. Highways, Travel & Tourism
3. Freight & Passenger Rail
4. Transit and Intercity Bus
5. Metropolitan Mobility
6. Sustainable Transportation
7. Advanced Technology and Innovation
8. Highway Safety
9. Funding

http://www.transportationvision.org/conference_reports.html

Transportation Funding Actions for Reauthorization

- A proposed increase in the federal gasoline tax (or equivalent) of 3 cents by 2009 and of another 7 cents or equivalent by 2015.

Transportation Funding Actions for Reauthorization

- Provide new funding for strategic investments beyond the core program, such as:
 - Critical Corridors of Commerce
 - Metropolitan Mobility, including critical congestion relief and transit programs
 - Inter-regional mobility, including intercity passenger rail (from outside the HTF)
 - Transportation-related security improvements (from outside the HTF)

Transportation Funding Actions for Reauthorization

- Promote appropriate tolling and public-private partnerships to provide needed surface transportation investments.
- Continue to promote funding innovation at the state and local level.

Transportation Funding Actions for Reauthorization

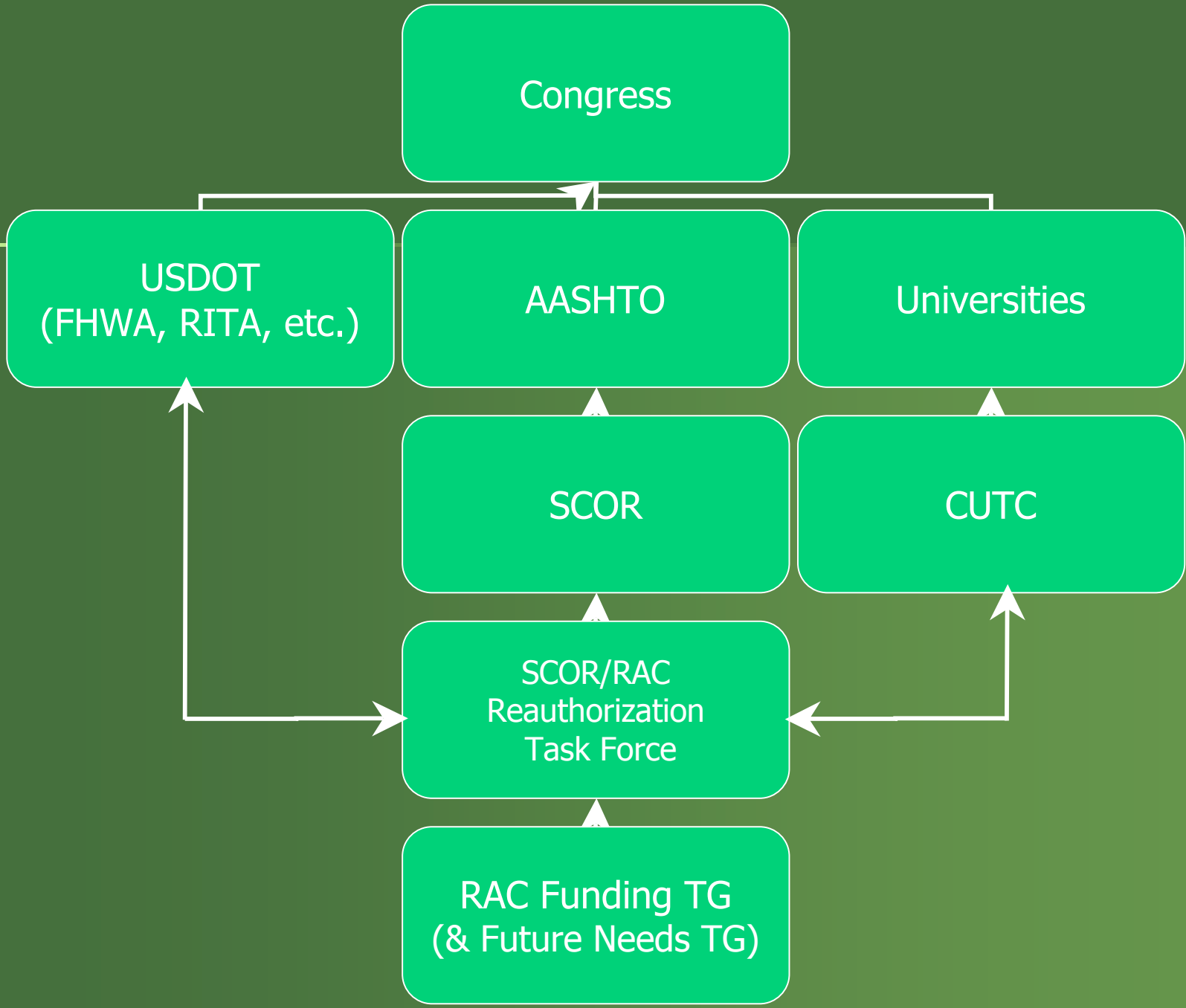
- Provide funding for research and development related to the exploration of alternatives to the fuel tax.
- Provide Federal leadership in exploring alternatives, including funding for research and development. (*Listed as a long-term action, i.e. not necessarily a focus for the next reauthorization.*)

Addressing Research Funding During the Reauthorization Debate

- Important to Congress but a lower priority
- Focus on funding specific programs and projects rather than on significant increases in overall research funding.

Tactics for Securing Future Research Funding

- Focus on strategic issues
- Build coalitions to support common goals and speak with a collective voice
- Operate within the political process
- Tell good stories that show research providing solutions to constituents' problems
- Be consistent yet agile



SCOR/RAC Reauthorization Task Force Actions

- Developed Scope of work for NCHRP 20-80(1): Background Information on National Transportation Research for the AASHTO Standing Committee on Research
 - CTC & Associates LLC
 - Update the background information in the report, “Transportation Research and Technology: AASHTO Reauthorization Report” (April 2003) prepared for SAFETEA-LU.
 - Survey RAC members (one per DOT) and summarize findings. Responses due 9/27/07.
 - Final report due October 2007.

SCOR/RAC Reauthorization Task Force Actions

- Present Preliminary Research Reauthorization Recommendations to SCOR at November Meeting
 - Utilize input from RAC Funding and Future Needs TGs to develop recommendations
 - Revise based on SCOR feedback and coordinate with CUTC and USDOT
- Submit final recommendations to SCOR by March 1, 2008.

Our Challenge

- Show how research is essential to connecting the dots between transportation and contemporary social and economic issues, such as economic development, quality of life, environmental stewardship and national security.