

Federal Surface Transportation Reauthorization: Happy Halloween

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Blacksburg, Virginia
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I-81 is an Important Corridor

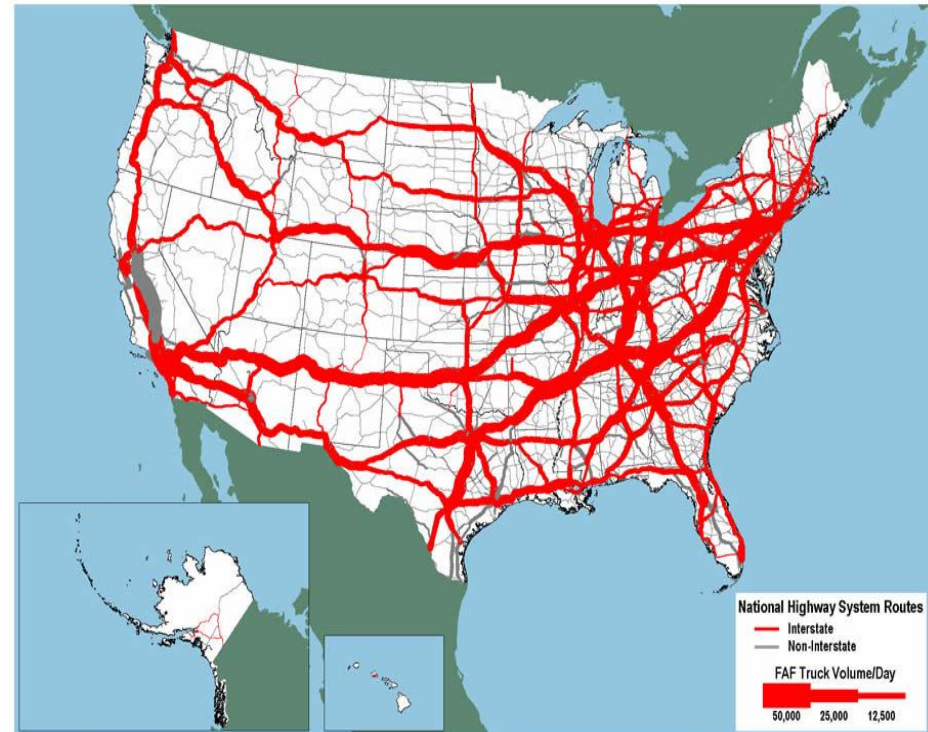
- One of 8 most important truck corridors in U.S.
- Key part of Norfolk Southern's Railroad Crescent Corridor
- 23% of I-81 traffic = truck
8% of I-95 = truck
- Connects South to Memphis and New Orleans; North to Pennsylvania, Elizabeth, New Jersey, New York, Canada



I-81 Education Corridor

- More than 30 Colleges and Universities
- 135,000 Students

Average Daily Long-Haul Freight Truck Traffic on the National Highway System: 2040



Note: Long-haul freight trucks typically serve locations at least 50 miles apart, excluding trucks that are used in movements by multiple modes and mail.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 3.1, 2010.



Other Corridor Organizations

- I-95 Corridor Coalition
- West Coast Coalition, I-5
- I-70 Corridor Truck Lanes (OH,IN,IL,MO)
- I-69 Texas to Michigan
- Mid-America Freight Coalition
- NASCO North America's Corridor Coalition Mexico, U.S., Canada



AASHTO: Create National Freight Policy and Plan

- Top-Down and Bottom Up.
- National Issues: How Panama Canal expansion changes freight distribution?
- How fuel prices will affect where U.S. retailers source goods: China, Mexico, US?
- National Multimodal Policies for Ports, Highways, Rail, Barges, and Air Freight



Bottom-Up

- MPO Freight Plans, Wash-COG, OKI
- Virginia Statewide Multimodal Freight Study
- Multi-State: I-95 Corridor Coalition: Mid-Atlantic Truck Operations Study, Truck Parking Study,
- Multi-State Rail: NS Crescent Corridor, CSX National Gateway Plan



AASHTO Reauthorization Freight Proposals

Fund state-driven, multi-state multimodal corridor planning and investment organizations.

Define a National Freight Transportation System.

Create a state freight program.



Status Report on Reauthorization

- Program Extended to March 31, 2012
- Goal - Sustain Current Levels of Funding:
Highways - \$42 Billion, Transit - \$12 billion
- Senate EPW Mark Up Set for November 9
2-year bill, funded at current levels (\$109
billion) (\$12 billion needed for 2012/13)
- Chairman Mica: House will “keep spending
on highway program at current levels.”



Dynamics to Watch

- Super Committee to report on deficit reduction plan by Thanksgiving
- Appropriations Action in Senate and House before CR expires November 18.
- President's campaign on his jobs bill: "We can't wait for Congress."
- House Republicans say they will pass jobs bill of their own = Transportation Bill



Likely Reauthorization Content

- Accelerate Project Delivery
- Distribute most funds via formula to states, with more flexibility, no earmarks
- Consolidate Program to fewer categories, focused on national objectives
- Allow states options to toll Interstates, Use PPPs, Boost TIFIA to \$1 billion per year



AASHTO Reauthorization Proposals

- Fund Highways and Transit at least at current levels.
- Performance Measurement, Reporting on Vital Few to Secretary, Performance Targets set at State and MPO level.
- Strong funding for Research, including SHRP II Implementation, ITS.



Issues for I-81 Corridor

- Virginia's annual federal highway allocation 2011: \$943 million.
- 33% cut would reduce it by \$334 million.
- Funded at current levels would sustain it.
- Will there be a dedicated freight section in next bill?
- Will there be funding for multistate orgs?



Status of Freight in draft House and Senate Bills

- Nothing on freight in preliminary House outline
- Senate EPW: Reportedly Bill contains
 - No new freight corridor organization provision
 - National Freight Transportation Policy
 - Establishes national freight network program
 - Funds to be apportioned to states by formula
 - Performance measures to be developed in collaboration U.S. DOT and States.



Crystal Ball

- Senate and House will both pass bills by February, 2012.
- To reach agreement in Conference they may need an extension which goes beyond March 31, 2012.
- They will find a way to close the \$75 billion funding gap.
- President will sign bill into law.

