Trends in Federal Transportation Policy

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Presentation Outline

• How well does the existing policy work?
  – The need for reform

• What is on the table as far as next steps?
  – Current state of play

• What is likely to happen?
  – Congress is very predictable

• What can be done about it?
  – Transitioning to a performance based system
How well does the existing policy work?
Jonah and the Clock
Current System

- No Performance Measures or Accountability
- Inadequate Resources
- Modal Silos
- Donor/Donee
Spending Under Current Program

- **Equity Bonus**: 17%
- **Projects**: 7%
- **Surface Transportation Program**: 13%
- **Interstate Maintenance**: 10%
- **Bridges**: 9%
- **National Highway System**: 12%
- **Transit**: 19%
- **Other**: 13%
Growth in “Pork”

Figure 3: High-Priority Projects in Transportation Reauthorization Bills, 1973-Present
What is on the table as far as next steps?
Expectations have Diminished
Reasons for Inaction

**Funding**
- Diminishing Revenues
- No Tax Increases

**Policy**
- Need National Goals
- Need Performance Measures
- No Agreement on Federal Role
Proposals on the Table

Approach to Federal Policy Changes

Administration
- Instrumental in formulation of EPW bill
- No official proposal other than budget

House
- HR 7 rejected
- 18-month bill rejected
- New bill with mass transit forthcoming
- Huge challenge to pass anything

Senate
- Bill gets us to September 2013
- Trust fund will run out of money
- Evidence of bipartisanship
What is likely to happen?
Columbia and the ADA
Federal Program Cannot Survive if Only About Money

- House is in an impossible position
- Senate bill only gets us to next year
- Program runs the risk of dying a slow death
- Optimism for greater bipartisanship next year
What can be done about it?
Max and the Packers
Think Clean Slate

• Worry less about the money and more about the policy change
• Refuse to engage in traditional fights (transit versus highways, metro versus rural, donor versus donee)
• Engage in the fight over national goals and performance measures
## Proposed National Performance Measures

<table>
<thead>
<tr>
<th>Economic Growth</th>
<th>Energy &amp; Environmental Protection</th>
<th>Safety</th>
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</thead>
<tbody>
<tr>
<td><strong>Metropolitan Accessibility</strong></td>
<td><strong>CO₂ emissions</strong></td>
<td><strong>Fatalities and injuries per Vehicle Miles Traveled (VMT)</strong></td>
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<tr>
<td>- Access to jobs and labor</td>
<td>- Petroleum consumption</td>
<td>- Fatalities and injuries per capita</td>
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<td>- Access to non-work activities</td>
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<tr>
<td><strong>National Connectivity</strong></td>
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<tr>
<td>- Network utility</td>
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<tr>
<td>- Corridor congestion</td>
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</tbody>
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Immediate Asks

• Articulation of national goals as part of any new authorization bill
• Develop a plan to tie funding to performance over time
• At a minimum begin with research, data, and pilot programs

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