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From: Tim Henkel
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CC:
Date: 4/26/2007 1:55 PM
Subject: Fwd: Driving Questions: Developing a National Transportation Vision
Attachments: book_large_2016400B-05C0-38E2-4796507F22DEBE2A.jpg (26,998 bytes)

FYI....interesting!

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>>> "John Mason" <John.Mason35@cox.net> 4/26/2007 6:17:52 AM >>>
 Has anyone seen this?

John

Driving Questions: Developing a National Transportation Vision
 <https://www.hudson.org/product-images/bookstore/book_large_2016400B-05C0-38E2-4796507F22DEBE2A.jpg>

Driving Questions: Developing a National Transportation Vision

Item Number: 3011

This Item Will Be Available Soon
 Contact Hudson Institute for information.

Price: \$19.95

In an attempt to deal with deepening surface transportation funding shortfalls, state governments across the nation are wrestling with questions

such as how to fund new transit lines or whether to lease toll highways to raise revenue. But in his new book, *Driving Questions: Developing a National Surface Transportation Vision*, Dr. Joseph M. Giglio persuasively argues that these are tactical questions. Before answering them, we first must address a series of critical strategic questions.

Giglio focuses on four basic questions:

1. What should the nation's transportation system look like in the future?
2. What options do we have for transforming the existing system to match this vision?
3. What resources are available to implement these options?
4. How do we measure our success in making transportation systems better?

The book outlines the current status of the nation's surface transportation system, what a long-range vision of the system might look like, and what we should do to turn strategy into reality. Until now, programs to address funding gaps and other shortcomings have been speculative at best, because they haven't been part of any overarching strategy.

A strategy to address the country's current and future needs must begin by analyzing our evolving environment. To understand the future needs of transportation customers, we must begin by evaluating a series of external factors such as economic, demographic, technological and socio-political.

Giglio lays out several principles that should guide policymakers as they seek answers to these questions. The first is that the primary purpose of our transportation system is to support economic growth. He also argues that transportation management should be customer driven. Giglio believes the easiest way to achieve a customer-driven system that supports economic growth is through market pricing, writing, "The right transportation strategy anticipates and responds to the needs that customers are willing to pay for."

He also makes a persuasive argument that with the decreasing viability of

the gas tax as a revenue source, many interstate highways reaching the end of their useful life, and the Highway Trust Fund about to reach a negative balance. the status quo "as embodied by SAFETEA-LU, the most recent federal transportation reauthorization bill, signed in 2005" is no longer an option. Instead, we must harness the potential of new technologies and identify management and institutional changes that will help us address our serious transportation challenges.

Among the concepts Giglio proposes are looking at surface transportation as a single system rather than individual modes, enlisting private sector entities that have an interest in the system "such as trucking, shipping, freight rail, and logistics companies, as well as motorists" to play a role in system planning and funding. Increased competition and input from stakeholders would create incentives to take a lifecycle approach to transportation infrastructure, as opposed to the current tendency to build assets, but fail to invest in maintaining them.

Specifically, Giglio's recommendations include:

- * Focus federal activities on clearly defined national interests and delegate most surface transportation program authority to states.
- * Increase the use of direct user charges.
- * Use tools like tax increment financing, developer contributions of right-of-ways and special tax assessment districts to capture the economic development benefits of transportation infrastructure.
- * Use asset-management principles to preserve facilities at desired service standards.
- * Employ more public-private partnerships to expedite financing and delivery of projects; provide additional flexibility by matching each project to the most appropriate delivery method, such as design-build or build-operate transfer.
- * Create greater linkages between highways and transit.

To make these changes a reality, Giglio proposes a parallel process to design an entirely new surface transportation program that can be implemented when the next reauthorization act expires in 2016. Chang
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