

ARRA, Authorization, STA 2009 – Where We Are Going and When Are We Going to Get There?

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Trends To Watch:

- **Goods Movement**
 - Equates to Jobs and Competitiveness
- **Lack of Funding**
 - Focus on Private Sector
- **Environmental Awareness**
 - Greenhouse Gas Emissions

Goods Movement - Growing in Importance

- **ISTEA to ARRA**
 - **Changes in Eligibility**
 - **Increase in Earmarks**
 - **Greater Planning Focus**

Formula Eligibility

- **ISTEA - \$25.2 billion**
 - Interstate Completion - \$7.2 billion
 - National Highway System - \$18 billion
- **TEA - 21**
 - National Highway System - \$28.5 billion
- **SAFETEA LU - \$31.3 billion**
 - National Highway System - \$30.5 billion
 - Coordinated Border Infrastructure - \$0.8 billion
- **Recovery Act**
 - Formula \$27.5 billion
- **Surface Transportation Act 2009 (Proposed)**
 - National Goods Movement – Unknown Amount

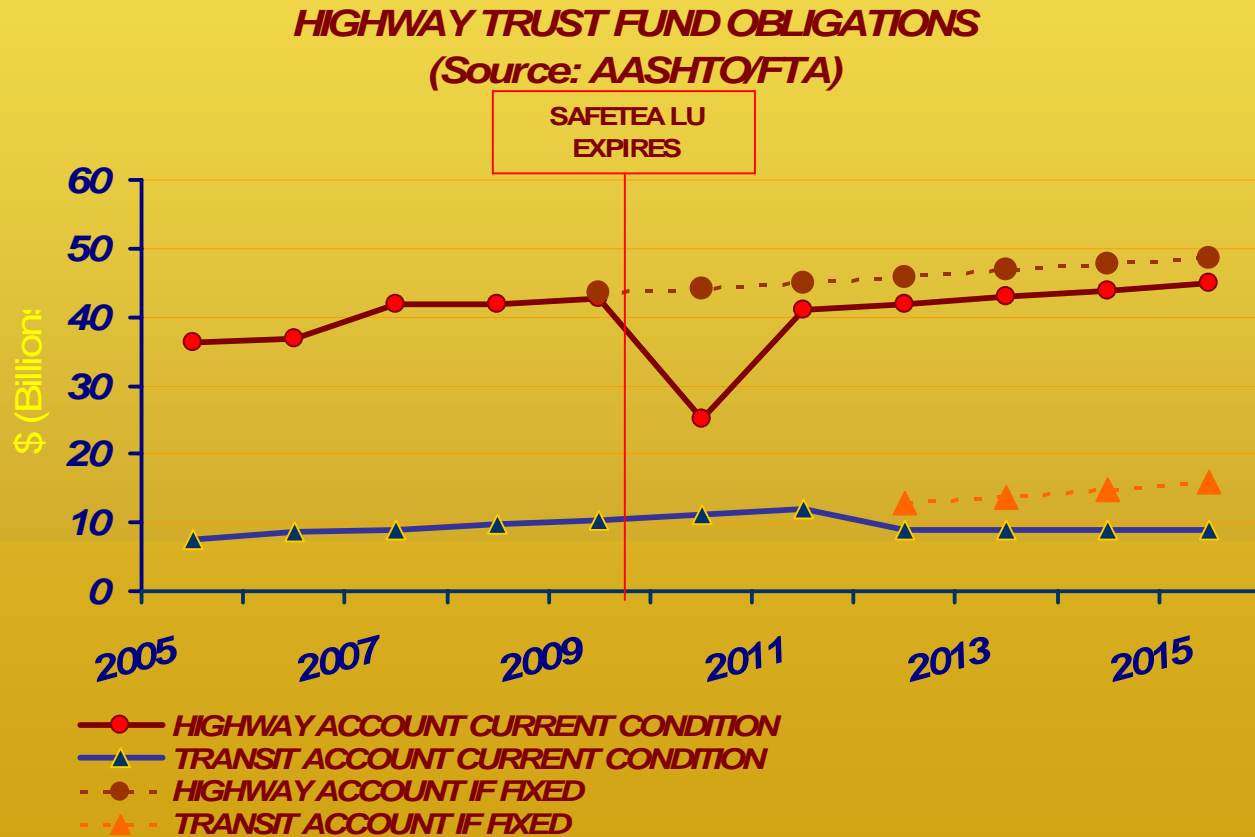
Planning

- **ISTEA**
 - Definition of NHS program includes access to ports
 - Planning requirements acknowledge goods movement (lumps in with national parks, recreation areas etc.)
- **TEA 21**
 - No major changes in emphasis
- **SAFETEA LU**
 - Planning requirements now include freight integration and global competitiveness
 - MPOs and State must consult with freight industry and port officials
- **STA 2009 (Proposed)**
 - National Freight Program
 - Freight Advisory Committee
 - Performance Measures
 - Corridor Coalitions
 - Office of Intermodalism
 - State Freight Plan
 - **BUT: Coordinated Border Infrastructure Program goes away and freight program has a general highway focus**

Discretionary

- **ISTEA**
 - 500 Projects, \$6.5 billion
- **TEA 21**
 - 1840 Projects, \$9.4 billion
- **SAFETEA LU**
 - 6373 Projects, \$24.2 billion
- **ARRA**
 - TIGER Program, \$1.5 billion
- **STA 2009**
 - Unknown PNRS/NCIIP

It's Always About Money...



OPM – Another Arrow in the Quiver

- **ISTEA – Not much except it acknowledges P3's as a potential source**
- **NHS Act – TIFIA and SIB's**
- **TEA 21 –Value Pricing Program**
- **SAFETEA LU – Continues VPP, Improves TIFIA**
- **ARRA – TIGER Program supports P3's**
- **STA 2009 (Proposed) – Takes a regulatory approach to P3's**
- **PIAC**

Other Winds of Change...

- **Climate Change**
 - Market Based or Regulatory?
 - Land Use
- **Energy**
 - ZEV and Alternative Fuel Vehicles
 - VMT Reduction

Authorization – What Can We Expect?



Or



General Consensus:

- **2 National Commissions Recommend**
 - Fewer programs with more flexibility
 - Streamlining of project delivery
 - Greater funding levels
 - Goods Movement
 - Accountability
- **California Concurs**

California's Consensus - Seven Principles for Congress to Live By...

1. **Ensure the Integrity of the HTF**
2. **Rebuild and Maintain Existing System**
3. **Goods Movement is a National Priority**
4. **Enhance Mobility In and Between Urban Areas**
5. **Safety**
6. **Comprehensive Stewardship**
7. **Streamline Project Delivery**

So, When Are They Going to Get Serious About This?

- **House**
 - Could have a bill out of T&I by December
 - But, will it get past the Ways and Means Committee?
 - Rescissions and Extensions – Unintended Consequences
- **Senate –**
 - Health and Climate Change are in front of the line
- **When Do We See an Uptick in the Economy?**
 - May change the Administration's position on an extension.

Another Recovery Act?

- **Administration**
 - Looking to reverse job loss trends
 - Will they admit that Oberstar may hold the key?
 - Very wary of more deficit spending

Keys to Success

- **National Goods Movement Program**
 - Stable funding source needed
 - Needs to float all boats (or Container Ships)
 - Puts money where it is needed
- **Public Private Partnerships**
 - Recognize that it can take many forms
 - Goods Movement area is a target rich environment
 - Federal guidance is great – regulation and oversight is not
- **Environment**
 - Climate Change is a major driver (If you are worried about the Panama Canal 3rd Lock – what would a Northwest Passage do to California?)
 - We are already a leader in this area – Cold Ironing, Clean Diesel – we might as well get federal money for it.

Thank You

