

AMERICAN ASSOCIATION OF
STATE HIGHWAY AND
TRANSPORTATION OFFICIALS

AASHTO
THE VOICE OF TRANSPORTATION

State Strategies to Foster Multimodal Transportation Systems

Janet Oakley, Director of Policy and Government
Relations, AASHTO

4th Annual Transportation & Infrastructure Convention
Washington, D.C.
March 9, 2011

Overview

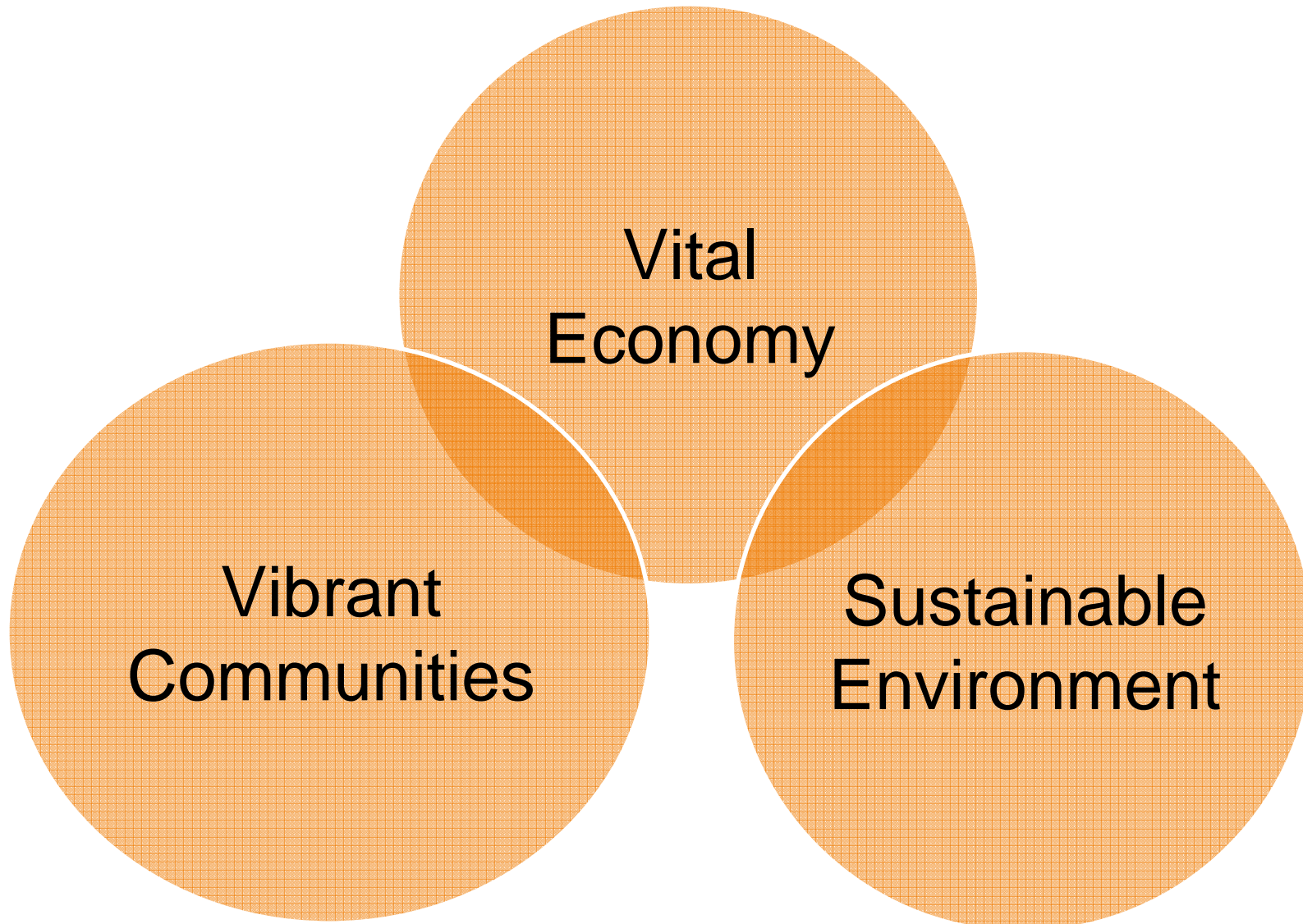
- Multimodal Drivers
- A Sampler of State Strategies to Foster Multi-Modal Strategies and Transportation Choices
- Multimodal Challenges

Multimodal Drivers

- Transportation Sustainability
- Federal Programs
- Energy and Climate Change



Transportation Sustainability: Triple Bottom Line



Federal Programs

- TIGER Discretionary and Planning Grants
- HUD Community Challenge Planning Grants
- HUD-DOT-EPA Partnership for Sustainable Communities
- FY 2012 Budget: Leadership Awards and Livability Program

Energy and Climate Change Overall GHG Reduction Strategies

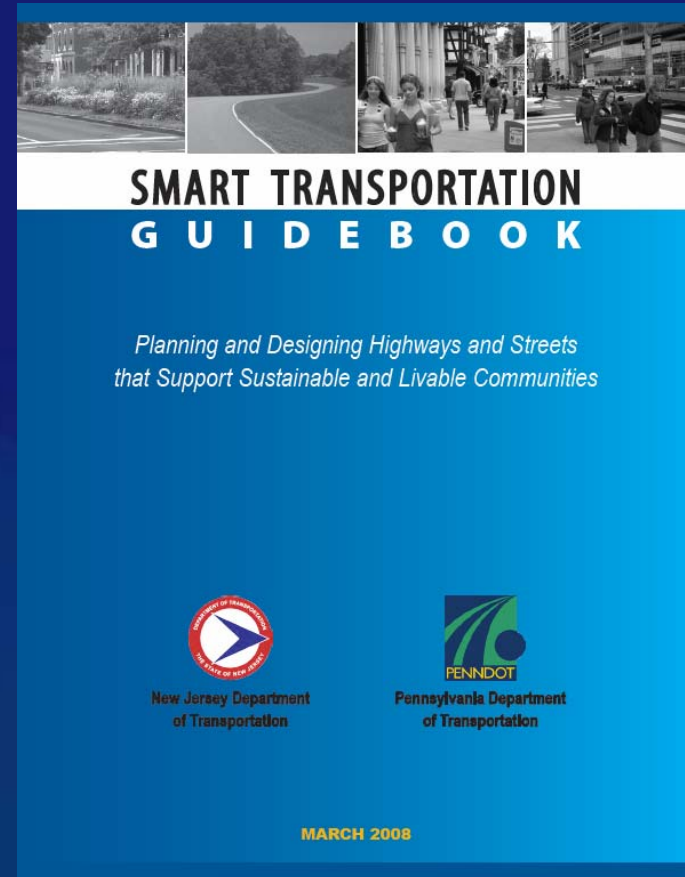
- Fuel efficiency and alternative fuels will account for 68% of emission reduction
- Pricing 18%
- Reductions in vehicle travel (VMT) 13%
 - (Highway traffic flow 1%)
 - (Ridesharing 1%)
 - (Transit & Compact Dev. 6%)

State Multimodal Approaches and Programs

- Pennsylvania
- Massachusetts
- Colorado

Pennsylvania Smart Transportation

- Fiscal Constraints
- Aging Infrastructure
- Stable population
- Transportation and Land Use Linkages



Massachusetts GreenDOT Initiative

- Three primary goals:
- Reduce greenhouse gas (GHG) emissions
- Promote the healthy transportation options of walking, bicycling, and public transit
- Support smart growth development



Colorado: Denver's T-Rex

- First design-build type contract in the country that combines major highway and transit elements.
- Encompasses light rail, highway, bike and pedestrian facilities



Multimodal Challenges

- Trends
- Modal Needs vs. Available Resources

Trends

- **VMT**
 - 2.4 trillion miles in 1993
 - 3+ trillion miles in 2007
 - After 2 year downward trend, 2009 resumed upward growth
- **Population increase**
 - 305 million in 2005
 - 420+ million 2050
- **Truck freight** expected to increase by 100% by 2030
- **Freight rail** will require \$175 billion - \$195 billion over 20 years to maintain a proportionate share of freight growth
- **Mode Split for Passenger Trips**
82% cars; 2.4% transit; 1% bike; 11% walking
- **Rural America** is 60 million or 20% of the population = 100 largest cities in America

AASHTO Bottom Line Report

Highway Investment Requirements

Current spending is \$78 billion, half of what is needed

Growth Rate of VMT Per Year	Cost to Improve Highways (2006 Dollars)
1.4 percent	\$166 billion
1.0 percent	\$132 billion

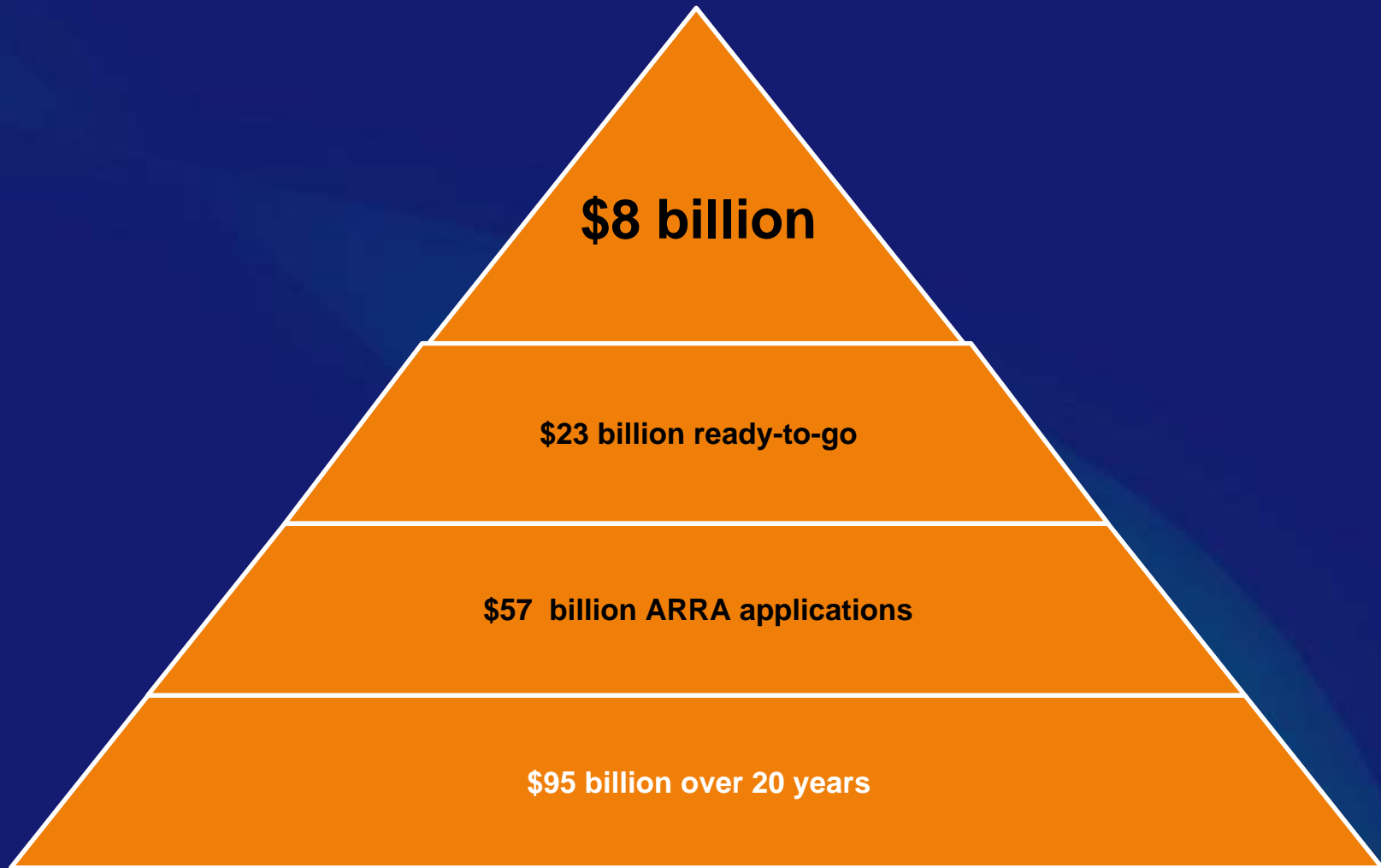
AASHTO Bottom Line Report

Transit Investment Requirements

Current spending is \$13.3 billion, one-fifth of what is needed

Annual Growth in Ridership	Cost to Improve System Performance and Condition (2006 Dollars)
2.4 percent	\$46 billion
3.5 percent	\$59 billion

Intercity Passenger Rail 2007 Investment Needs



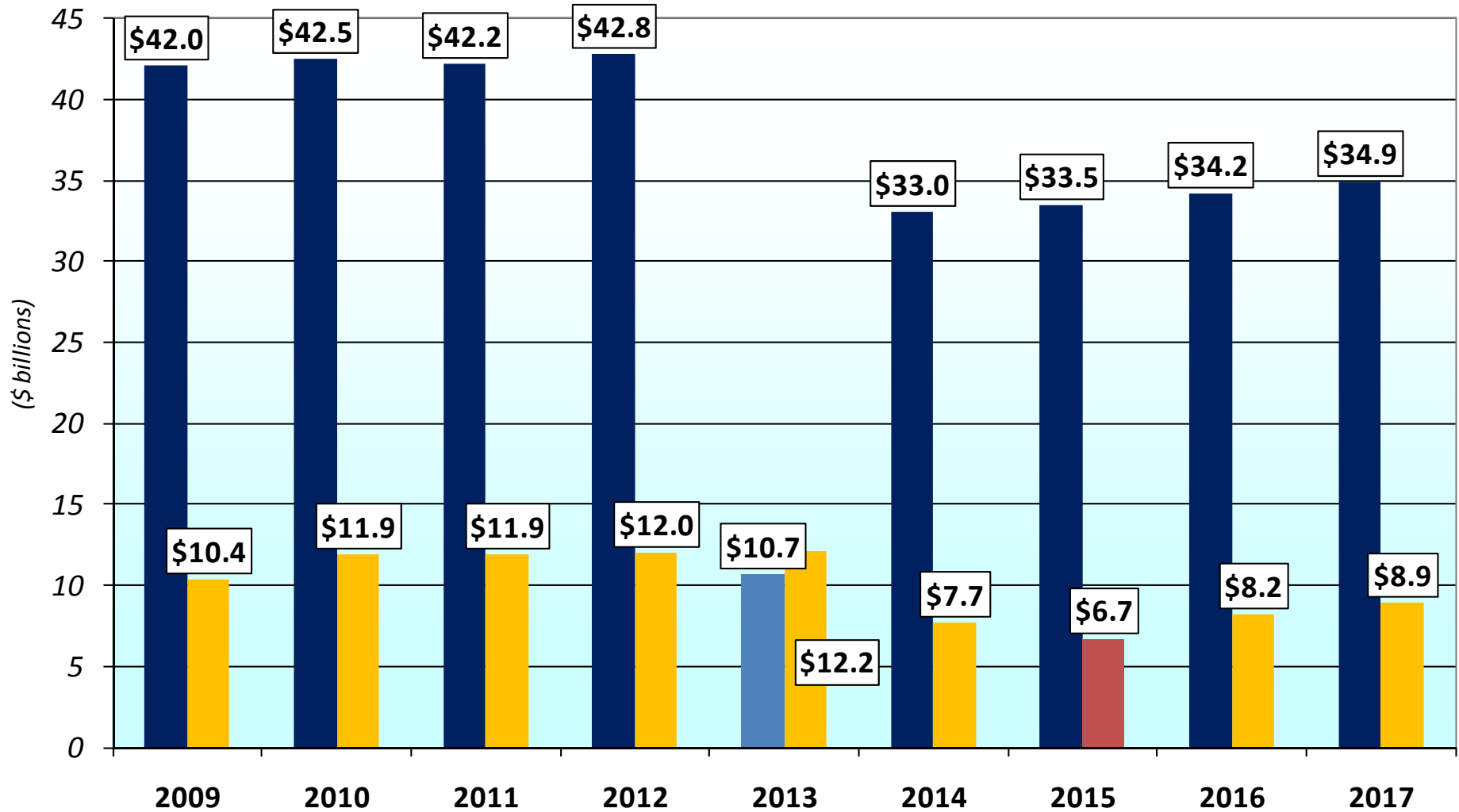
Freight Rail: 2007 Cost to Maintain

- To maintain current market share and handle its share of growth
- \$195 billion over 20 years or \$12 billion annually
- Up to \$53 billion from the public sector



Estimation of Federal Highway and Transit Obligations Through 2017 Based on Current Trust Fund Revenues

■ Highway Obligations ■ Transit Obligations



More Challenges!

- Long List of Projects in the Pipeline
- Staff resource cut backs
- Constitutional/Legal Barriers
- Lack of Data and Analytic Tools

Questions



Janet Oakley

joakley@ashto.org

202-624-3698

AASHTO
THE VOICE OF TRANSPORTATION