



Looking for the National Purpose for a Federal Transportation Program

Testimony Before the
**National Surface Transportation Policy and
Revenue Study Commission**

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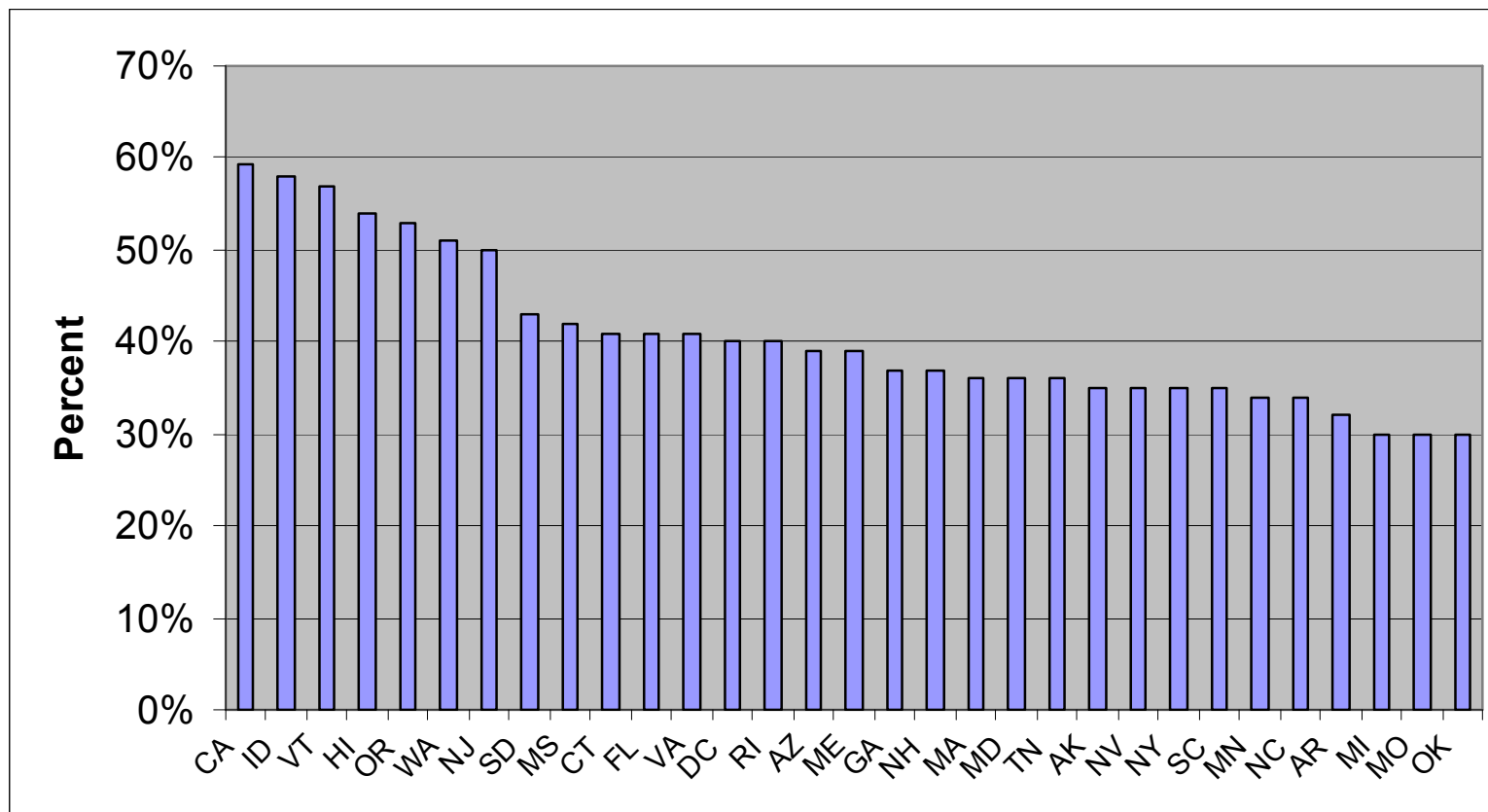


Converging Issues: A Call for Clarity of Purpose and Accountability

- o **Highway account of the Trust Fund balance goes negative in 2009 (+\$3Billion)**
- o **Climate Change/GHG reduction** will be a domestic issue for the foreseeable future
- o **Reducing Energy** use & securing supply
- o **Keep the US economy competitive** – environment, energy, access, strong communities
- o **Demographic** Changes – aging population, metro region concentrations
- o **Addressing the Cost of Housing/Transportation** to relieve working families' budgets
- o Help to Mitigate Rising **Health Care Costs**
- o **Transportation has to connect with these issues to establish national purpose**



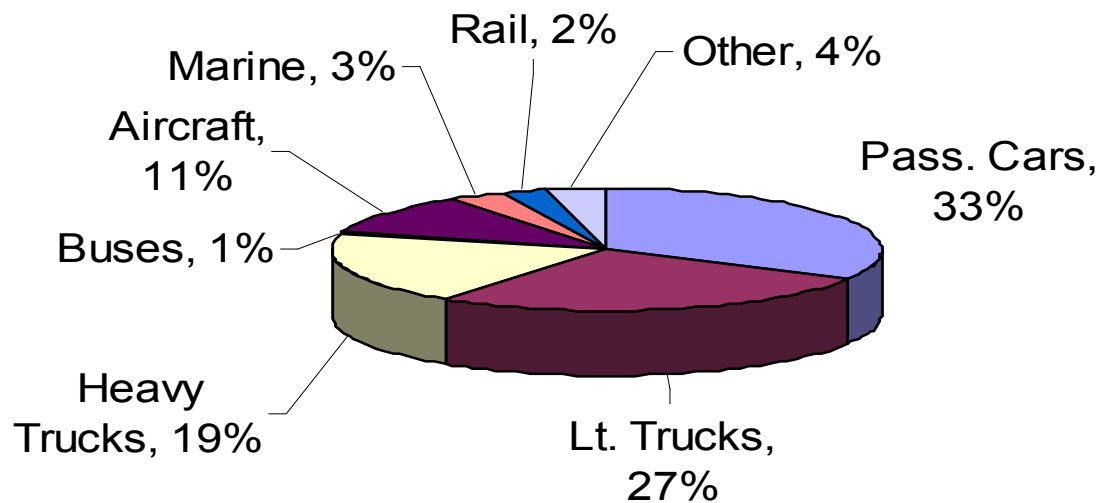
CO₂ Emissions from Transportation (30%+) by State 2003



Surface Transportation Policy Partnership



Cars & Trucks = 79% of Transportation GHG Emissions 2003



Source: US EPA, 2007

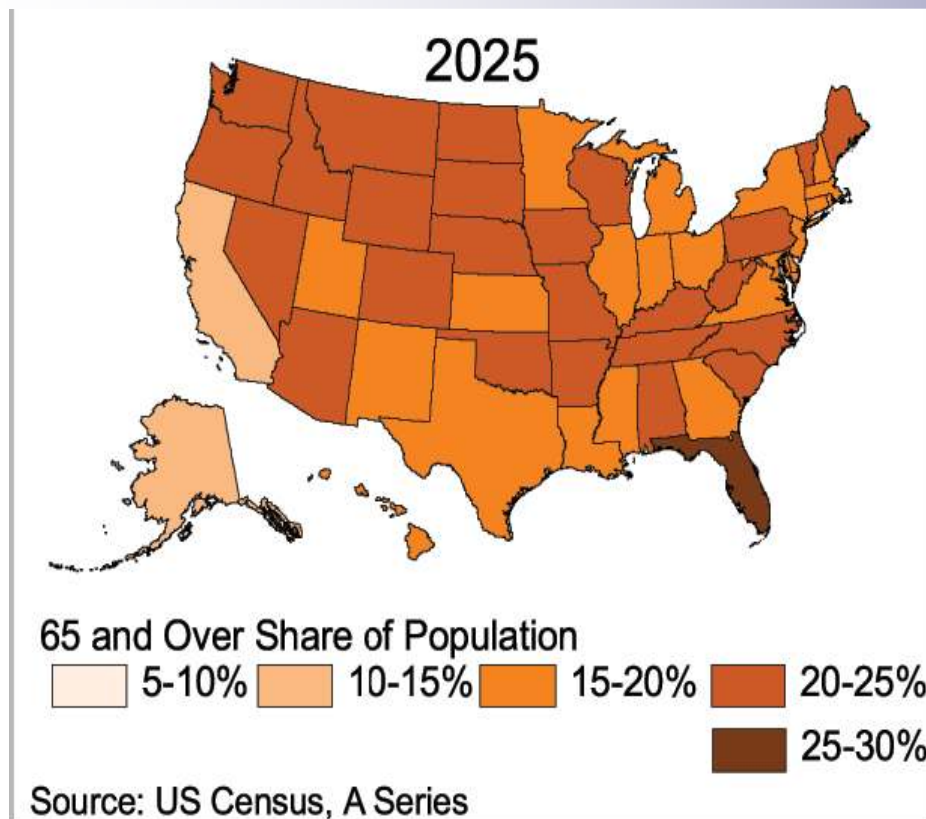


GHG Reduction Goals

- o 20% below 1990 baseline by 2020
- o 80% below 1990 baseline by 2050
- o Current emissions are 27% above 1990 level
- o CAFE and CA GHG Stds. projected to hold @ current level by 2020
- o Aggressive alt. fuel program could reduce by 10%
- o Shortfall toward 1990 goal – 21% in 2020



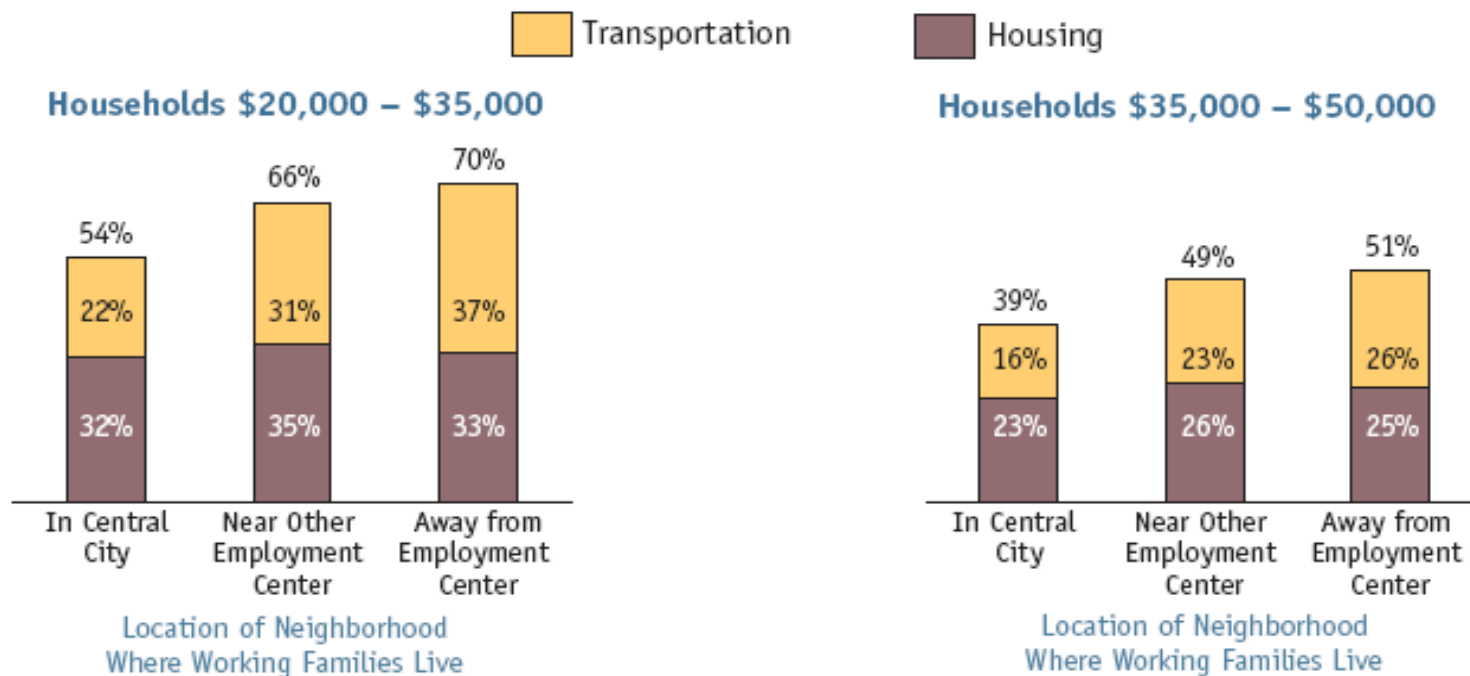
The Aging of America



- **More than 50% of non-drivers age 65 and older - or 3.6 million Americans - stay home on any given day partially because they lack transportation options.**



Share of Income Spent on Housing and Transportation

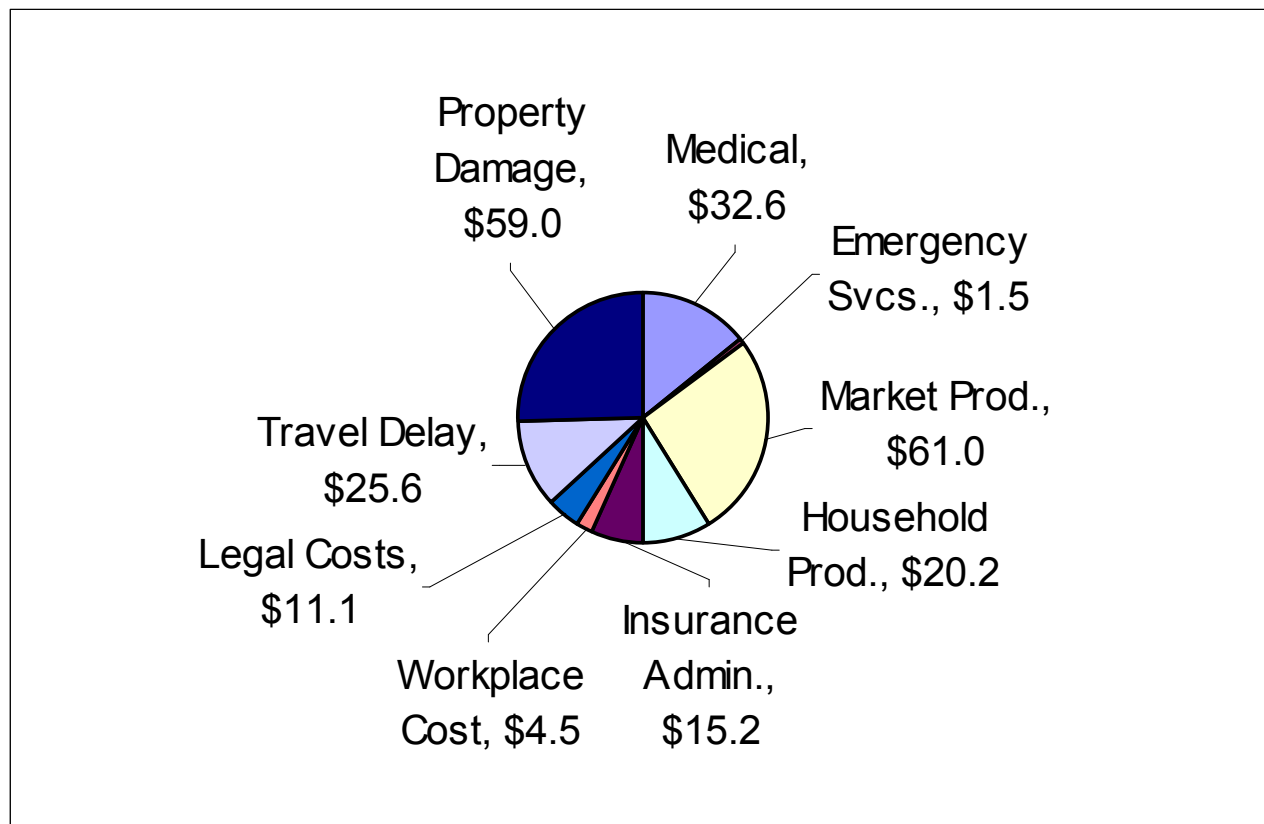


Source: Center for Neighborhood Technology calculations.

NOTE: Employment centers are job locations with a minimum of 5,000 employees.



Annual Cost of Motor Vehicle Crashes \$230 Billion (NHTSA 2000)





A New Era for Transportation

- o Establish a set of national purposes with outcomes and accountability
- o Design programs around purpose/outcomes and away from narrow interests
- o Tie distribution of federal funds to program purpose/outcomes
- o Distribute responsibility and accountability for outcomes to states and strengthened regional entities
- o Establish a transparent performance monitoring and reporting system based on real data
- o Establish a shared responsibility between every level of government



A New Approach for an Accountable National Transportation Program

1. Invest transportation resources in metro regions, intercity links, and rural areas to reduce GHG emissions to 80% of 1990 levels by 2050
2. Invest transportation resources to assure the economic vitality/competitiveness of the US economy, our cities, and our families
3. Invest transportation resources to bring fatalities to zero
4. Invest transportation resources to bring assets to a state of good repair



Funding the National Transportation Purpose

- o Establish a **Transportation Trust Fund**
 - o All surface modes eligible
- o Eliminate sense of modal ownership of revenue sources
- o Link revenue sources to program purposes
- o Enable new funding partnerships with private capital for clear public purpose



Leveraging Transportation Investment

- o Create a broad sense of national purpose that goes beyond transportation
- o Develop a tangible set of outcomes tied to goals and purpose
 - CO₂ & energy reduction, increase in travel options for people and goods, safety & health
 - Move away from emphasis on projects and earmarks
- o Make accountability and transparency matter
 - Tie funding to progress on reaching outcomes
 - Report regularly on progress toward outcomes and on expenditures
- o Reinvent the federal program structure around a broad national purpose before rushing to find new money
- o Become smarter and more strategic - leverage transportation investment to benefit other sectors while improving the transportation system to build broad public support for new revenue