

Improving the Performance of the Freight Transportation System

presented to

**Association of New York State MPOs
2010 Annual Conference**

presented by

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THE PAST

1956 - '77

- I-SYST: 90-10 HTF
- Primary } 50.50
- Secondary } Gen Pavs
- Rural

1978 - '91

- I-Syst: 90-10 HTF
- P/S/R: 70-30 HTF

ISTEA/TEA-21/SAFETEA
1991 - 2005

- NHS — 80-20
 - I-SYST.
 - NHS (P/S/R)
 - safety
 - HPO
 - Mega-projects
 - SR2S
 - Bridge

4/22/09

THE FUTURE OF TRANSPORTATION

DOT

o DOT sec/or Undersec - Intermodalism



TODAY

108 CATEGORIES FOR HTF Funding

THE FUTURE → 4 MAJOR FORMULA PROGRAMS

0 CRITICAL ASSET PRESERVATION

I-System HWY - BRIDGE
NHS

0 HIGHWAY SAFETY IMPROVEMENT

Rural Rd Safety Motorcycle Safety
R.R. Gr. King etc.

0 SURFACE TRANSPORTATION PROG.

Enhancements - 10% set-aside
HPO Sub-Allocations - based on population

0 CONGESTION MITIGATION + AIR QUALITY IMPROVEMENT

15% of HWY miles - in urban
50% of VMT

Smaller Formula Progs.

- SRTS
- Rec Trails
- Ferry Boats (now con to fund)
- New: Freight Improvement Formula - NHS + RuRds

PROBLEM - EQUITY BOUNDS

- Is the largest Hwy prog
- Retain as some form of equity

(Discretionary →)

House T&I Committee Proposal



COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE

THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009

A BLUEPRINT FOR INVESTMENT AND REFORM

Presented by

*Chairman James L. Oberstar, Ranking Member John L. Mica,
Chairman Peter A. DeFazio, and Ranking Member John J. Duncan, Jr.*

June 18, 2009

- Establishes a new core apportioned **Freight Improvement Program (FIP)**, which accomplishes the following objectives:
 - » Establishes a dedicated source of funding for freight-related highway projects
 - » Requires States to consider their freight transportation needs in a strategic, statewide context
 - » Institutes new performance measures to focus State efforts on improving the speed and reliability of freight movement
 - » Requires States to inventory and assess the condition of secondary freight routes

DISCRETIONARY PROGRAMS

- Non-Formula
- METROPOLITAN MOBILITY/ACCESS
 - 68 maj metros
 - \$78B congestion costs
 - NAS/TRB - evaluate, Recommend (e.g.) 30%
 - \$1B/4yrs, + $\frac{TCB}{T_{Ex B}}$ GARVEE/PAB/TIF/SIB FOLLS/Conqes. Pricing
 - Pub. Fin. Auth oversight
 - 6YR TARGET PLAN
 - Annual Progress Reports
 - 6-yr Accountability Report
 - Might have a formula element-
- Projects of Nat'l Significance
- Federal Lands Hwys
 - Public lands
 - Park Roads
 - Forest Hx Roads
 - Refuge Roads
 - I.R. Rds
 - All Have internal formulas, but are consid. Discr.
- Scenic By-Ways

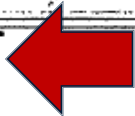
MANAGE'T STRUCTURE

- From 108 > 4 categories

• FROM PRESCRIPTIVE

TO

PERFORMANCE



- DOT + STATES design:
 - 6-yr Targets for each of 4
 - Annual Benchmarks
 - Annual Reports on progress
 - TO DOT/Congress
 - Transparency - on Web
 - Practical Design Solutions

$\left\{ \begin{array}{l} ST \\ DOT \\ Cong \end{array} \right.$

F. Hw Adm Re-structure

Ofc. of Expedited Project Delivery

Ofc. of Liveability

TRANSIT - New starts / small starts

- Level decision-making factors between Hw + Transit choices/projects
- CEI (Cost-Effec. Index): Delete
 - Replace w/ greatly simplified Review process.
- Reduce time from 14 yrs to 6-8yrs

House T&I Committee Proposal *(continued)*



COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE

- *Establishes new performance targets*
 - Creates a national MPO database at DOT to collect information on MPO performance;
 - Requires DOT to set transportation planning performance measures for MPOs;
 - Sets minimum requirements for MPOs' performance measures;
 - Requires MPOs to develop performance targets to meet the performance measures;
 - Requires annual reporting documenting the degree to which MPOs are meeting performance targets; and
 - Links performance management to MPO certification process.

Trend Toward More Competitive Grants?



- **Transportation Investment Generating Economic Recovery (TIGER/TIGER II)**
- **High Speed Intercity Passenger Rail (HSIPR) Program**
- **Sustainable Communities Initiative (HUD/DOT/EPA Partnership)**

Implications for States and MPOs

- **Reduction in formula-based funding guarantees?**
- **Competitive proposals for Federal grants?**
- **Projects selected on the basis of merit?**
 - » **Benefits across disciplines**
 - » **Use of new technologies, and**
 - » **Matching funding sources and use of innovative finance**
- **More emphasis on performance targets and accountability?**
 - » **Performance targets set across all major program areas (preservation, safety, mobility, CMAQ)**

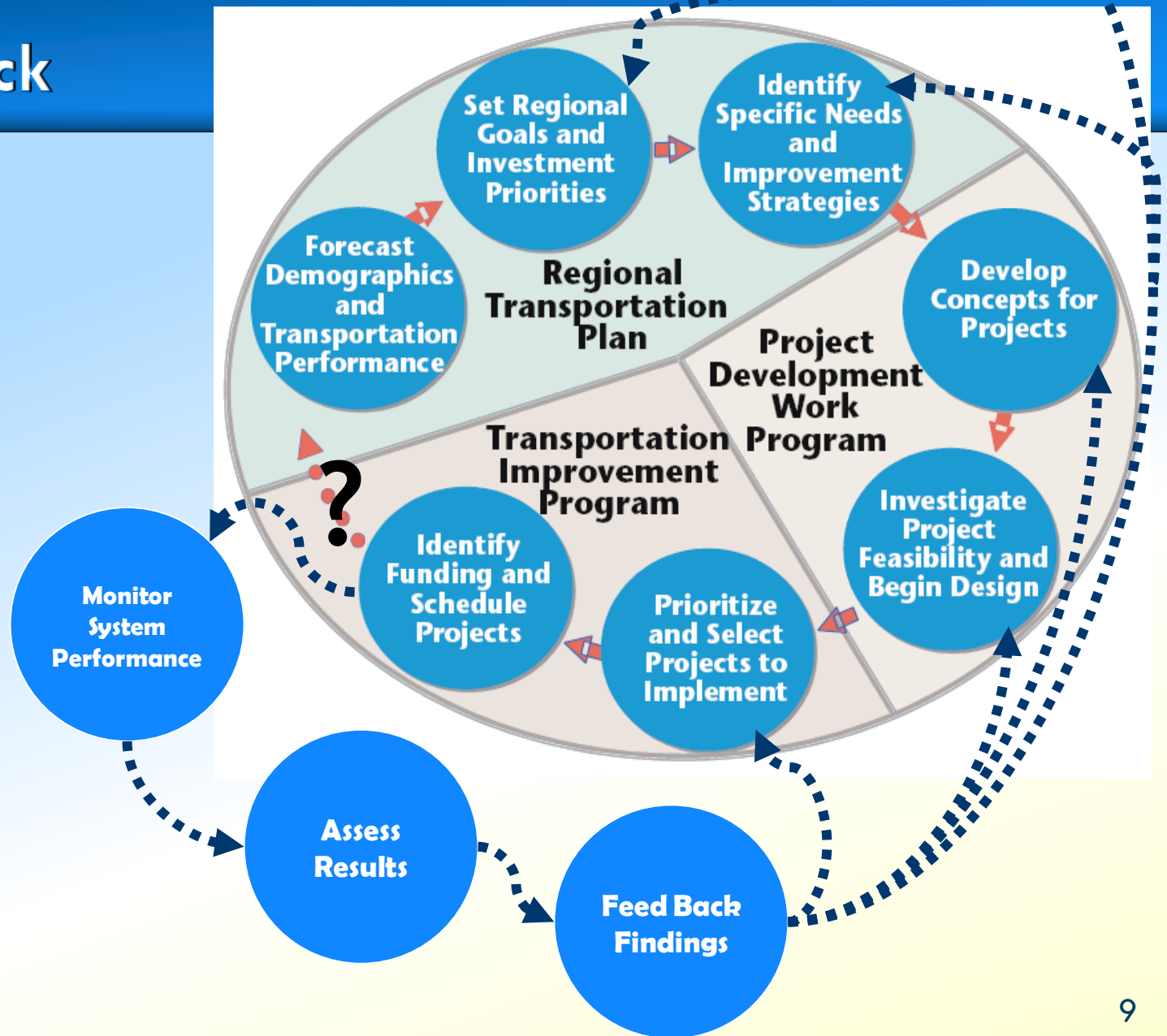
(criteria from Oberstar's notes)



In the mean time...

- **Emphasis on “closing the loop”:** Monitoring performance and feeding back findings to earlier stages in the planning process
- **Planning for Operations: Freight Considerations**
- **Improving Freight Transportation System Performance**

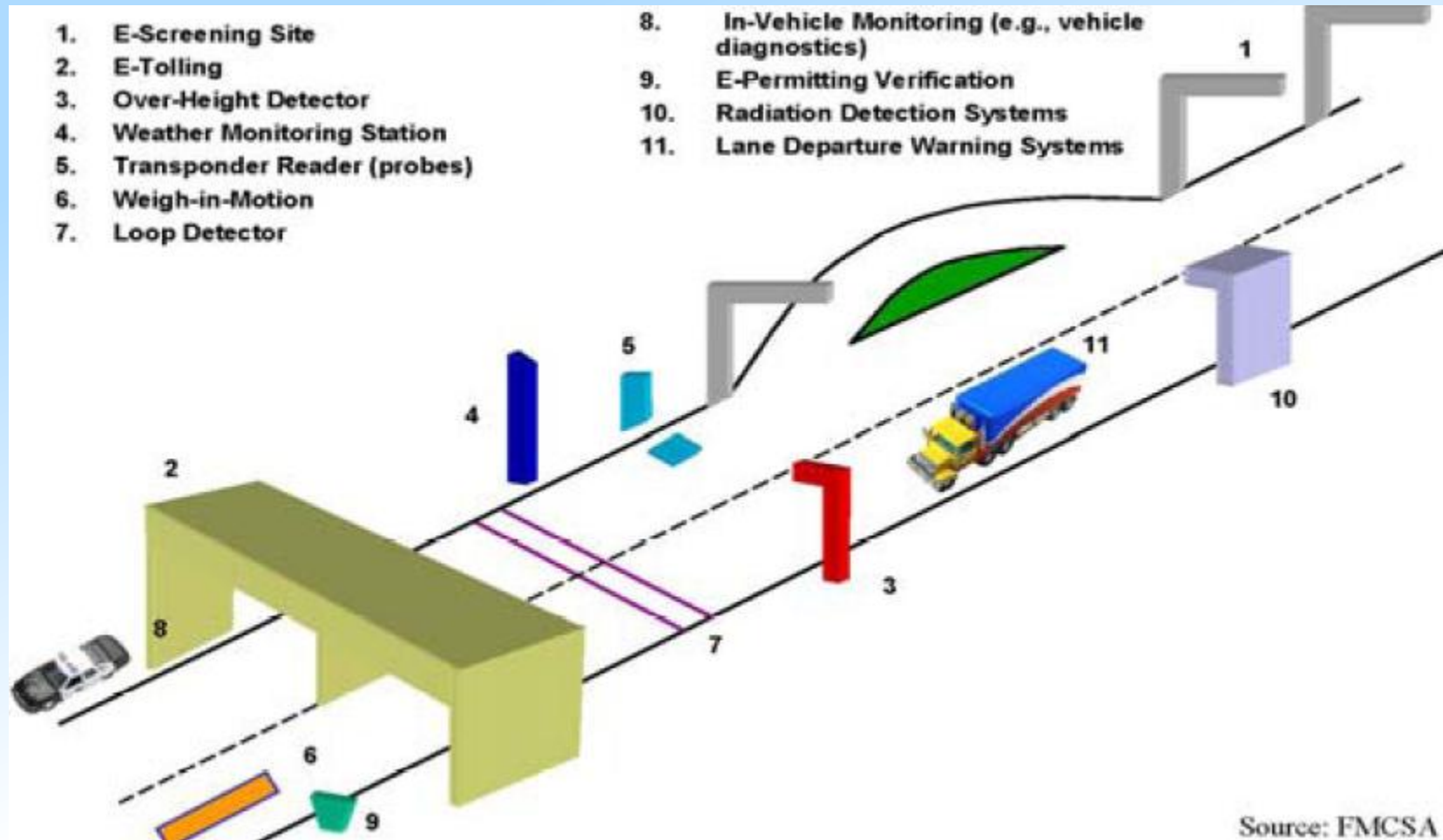
Feedback



Congestion Management Process Requirements

- **Decision support systems (data and models)**
- **Performance measures**
- **Data collection program**
- **Methodology for evaluating expected performance**
- **Implementation schedule, implementation responsibilities, and possible funding sources**
- **Process for periodic assessment of the efficiency and effectiveness of implemented strategies, in terms of the area's established performance measures**

The Concept of System Monitoring is Old News to Users of the Freight System..



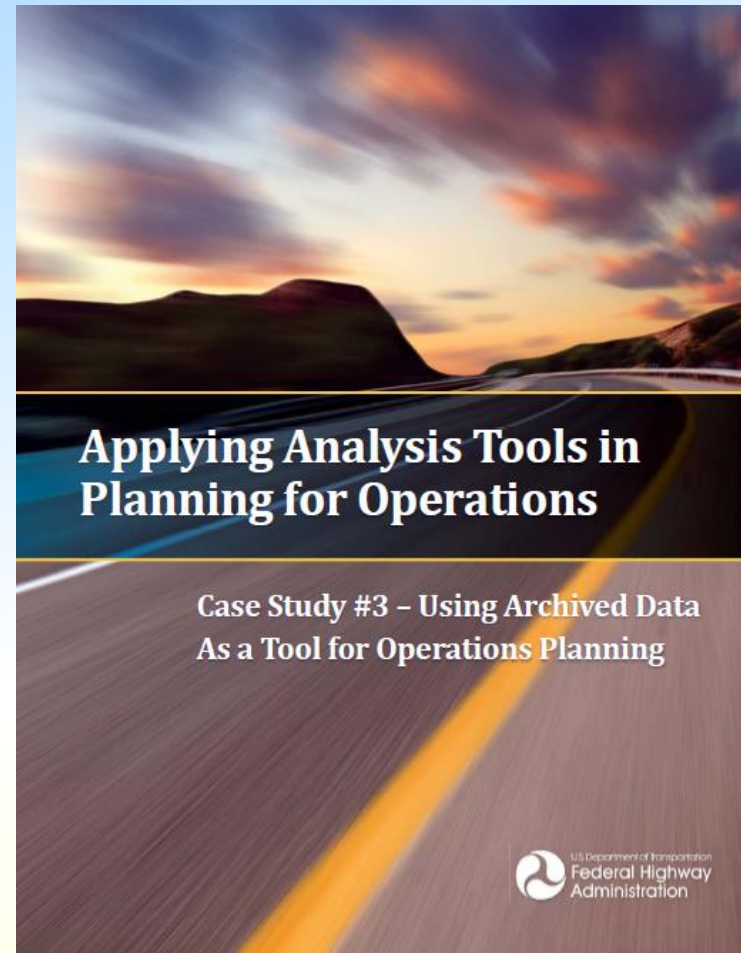
Source: FMCSA

...But How Do We Use These Data in the Planning Process?

- **Traffic Management Centers, Toll Authorities, and Permitting Agencies: Real time monitoring, often no archiving**
- **Private traffic data collection firms: Real time monitoring, some archiving (when there's a business model)**
- **Truck fleet dispatchers: Real time monitoring, some archiving (when data can be used to improve operational efficiency)**
- **MPO and DOT Planning Staff: ???**

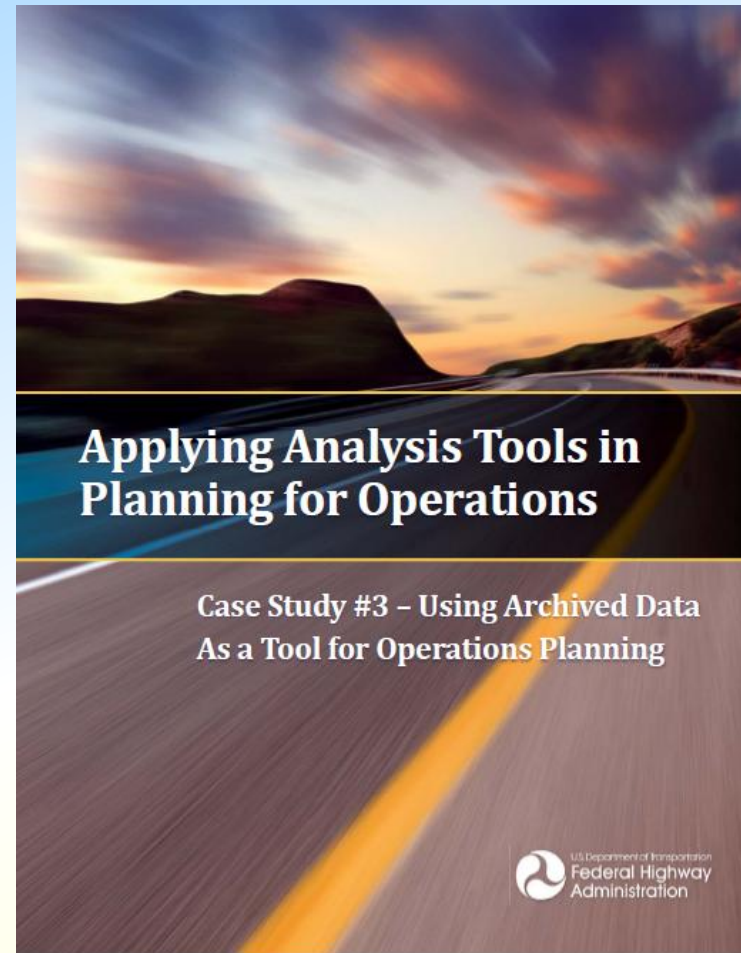
Planning for Operations

- **One of the keys to success is getting a diverse range of stakeholders involved in the planning process**
- **Freight system users and service providers are intimately familiar with the system**
- **Monitoring performance must include qualitative/anecdotal component to validate data**



Planning for Operations *(continued)*

- **BUT Public sector is interested in a wider range of measures and therefore must collect and manage a wider range of data**
- **Public sector resources can help ensure quality, timeliness, consistency, and comprehensiveness of data**



Improving Freight Transportation System Performance

- **Improve feedback:**
 - » **Gather data about the freight transportation system and assess the results of freight investments**
 - » **Improve the design and performance of future projects**
 - » **Use the data to periodically reassess goals, objectives, measures**
- **Expand opportunities for freight stakeholders to play a role in regional transportation planning:**
 - » **Collect anecdotal information from users, owners and operators of the freight transportation system. Nobody knows it better.**
 - » **Supplement data collection efforts with real-world, qualitative info**

Performance-Based Planning in Upcoming Surface Transportation Authorization Bill

Task Force on Performance-Based Planning and Programming

