



Advancing Women in Transportation

1701 K Street, NW, Suite 800

Washington, DC 20006

202.955.5085

FAX: 202.955.5088

www.wtsinternational.org

Transportation Issues for Consideration by Presidential Transition Team

Finance

- Underfunding—aging infrastructure—inadequate maintenance
- Current funding sources conflict with energy goals—financing depends on greater gas consumption; Highway Trust Fund may become insolvent by 2009 to 2011—revenues flat-line, but needs rise rapidly
- Increased demand—growing population/volumes

Management

- Lacks comprehensive, coordinated approach to transportation planning and implementation
- Modal silos—inability to deliver appropriate mobility solutions—different and unequal funding sources and requirements
- Decision making—“pork barrel” political approach to project selection and funding means too many ways to say “no”—no standard approach to performance evaluations

Mobility

- Congestion—huge loss of productivity—\$69.5 billion in 2001 for time spent on congested roads—also affects transit and airways
- Inadequate freight/intermodal infrastructure, rail; spreading peaks affect ability of freight to move in off-peak periods
- Land use and transportation planning—difficult integration leads to sprawling urban areas and increase in vehicle miles traveled (VMT)

Climate Change/Energy Security

- CO² reduction based on 3-legged stool—vehicle fuel efficiency, carbon content of fuel, and VMT
- Existing technology could significantly reduce fuel consumption in 15 years—despite advances, average fuel economy declined 6 percent since 1987 (more SUVs)—efficiencies used to increase performance and other vehicle attributes, not reduce fuel consumption
- No coherent policy on alternative fuels
- VMT increasing more rapidly than population



Potential Solutions

Goal: **Economic Growth through Mobility, Mitigation of Environmental Impact, Energy Security**

Finance

- Eliminate conflict between goals—finance and reduce GHG emissions, pollution
- Implement user fees—VMT tax (adjusted to reflect cost of each trip), supplemented by tax that reflects life cycle emissions of cars/fuel development and disposal, or carbon-based fuel tax
- Enable tolling/congestion pricing—facilitate practical ways local governments can charge users for roads

Management

- Reconsider nation's transportation system comprehensively—with the focus on mobility—rather than as isolated industries/providers based on mode or geography
- Remove organizational and policy barriers at federal level that separate modes and create inequality
- Provide federal funding for projects that meet national priority or interest with national policy framework in mind—need metrics to improve decision making, increase return on investment
- Revise allocation of federal funding—devolution—grants to state and local governments for serving non-local transportation needs in transportation corridors
- Empower regional and local governments to solve mobility issues without modal bias, using dollars for whichever mode best meets needs

Mobility: Technology Deployment

- Require installation of in-vehicle technology in all vehicles
- Allow states/local transportation properties to install ITS/other technologies in their infrastructures
- Resolve trade-offs between energy efficiency and safety

Mobility: Land Use/Urban Form

- Empower planning organizations to integrate land use and transportation planning to encourage smart growth development—in-fill development, more compact urban forms, higher density corridors
- Incentivize "smart growth" measures

Climate Change/Energy Security

- Establish GHG conformity requirements (like State Implementation Plan for air pollutants)—integrated measure
- Incentivize fuel efficient cars. National Academy of Sciences indicates existing technology could be used to increase fuel efficiency by 25% without sacrificing performance, vehicle size or weight, while still meeting consumer expectations for cost-effectiveness. Mixed reaction to usefulness of existing CAFÉ standards approach.
- Reflect actual cost of trip in user fees through VMT measure