Sec. 6021 Future Interstate Study
Panel on Passenger Travel

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Background

• The Highway Users is a non-profit coalition founded in 1932 to represent the interests of motorists and other road users, and the trucking, bus, RV, and motorcycling industries.

• Our 300 member associations, businesses, and motoring clubs represent millions of drivers and business that rely on safe, reliable, and efficient roads.

• Safety, mobility, and connectivity are our highest priorities.
Federal Govt. Value Proposition

- Interstates are THE national circulatory system
  - Scarce federal funding must be prioritized:
    - Focus first on “National needs”
    - Focus second on “Regional needs”
  - State and Local Governments must be incentivized to prioritize national needs
  - Reinvigorate the notion that we’re all in this together
Goal for the Future Interstate Highway System

- Safe, secure, efficient, and reliable mobility for future generations
Safety

• The Vision: Zero Deaths on Future Interstates
  o 5-star cars on 5-star roads
  o Using the U.S. Road Assessment Program to Evaluate the Interstates & Budget Safety Improvements
  o Set a goal: 100% of Rural Interstates and 95% of Urban Interstates at 5 star standards
  o All safety features must be “machine readable”.
Security

- Redundancy
  - Which segments are critical to national security?
    - What are the redundant routes in the event of a failure?
    - Where are the gaps?

- Resiliency
  - Critical bridges, tunnels, and other structures
Efficiency & Reliability

- Elimination of America’s Worst Bottlenecks
  - Chicago has #1 bottleneck
  - Safety, Environmental, Time benefits

- Operational Improvements for the 21st Century
  - Preservation of redundant V2X tech options
    - DSRC
    - 5G
    - Clear bright lane markings, signage and delineation
    - Capacity Management thru metering, access control
Fixing America’s 30 Worst Bottlenecks would...

- Save $39 billion due to lost time,
- Save 830 million gallons of fuel,
- Reduce over 17 billion pounds of greenhouse gas emissions (CO₂), and
- Prevent 211,000 vehicle crashes

... over the next 20 years.
Economic Growth

• Interstate Highways Critical for both trucking & tourism traffic
  o Trucking & tourism are among the top economic drivers for new segments
    • I-11 – Phoenix, AZ to Las Vegas, NV
    • I-73/74/75 – from Michigan to South Carolina
    • I-69 – from Indiana to Texas
    • I-49 – from Louisiana to Winnipeg
    • Incentivize the Upgrade NHS routes to Interstate Standards
Getting it Done

- **Money in the “Infrastructure Bill”**
  - Increase User Fees
    - Transition toward a 3-cent / mile VMT fee with a “Virtual Mileage-Based Fee”
    - How Virtual Fee Paid at the Terminal Rack by current payers (terminal owners)
    - Base total collections on how much Americans drive, not how many gallons we consume
  - Establish a major core federal program for future Interstates
  - Incentivize States to focus on Interstate 4R + New Construction with higher federal match

- **Regulatory Reform**
  - Establish national goals applicable to all federal agencies
  - Pilot test speedier reviews by waiving regulations
  - Enforce deadlines and timelines
  - Add flexibility to laws that create unreasonable delays and burdens.
Think Twice before Tolling the Interstates

• Interstates Were Wisely Conceived as a Toll-Free System
  o Benefits of a federally funded, toll-free system have been enormous
  o Spread reasonable costs across a large tax base of users

• Prior to the Interstates
  o Incomplete national system, divergent quality from State-to-State

• Tolling Existing Interstates Highly Unpopular
  o Pilot program to toll existing general purpose lanes failed spectacularly. Zero takers!

• Where Tolling May Garner Public/Voter Support
  o New Interstates
  o Conversion of Underutilized HOV lanes to HOT
  o New Express Toll Lanes
  o If the perception is that “someone else” will pay for local needs. (Not OK!)

• How the Tolling Conversation Has Changed
  o Concept #1: Toll to pay off project-specific bonds for new road or bridge
  o Concept #2: See how much money we can get from captive users (Not OK!)
  o Concept #3: Provide a value-added, congestion-free alternative at market rate pricing.

• Public Policy Goal should be to provide maximize net value to the users, not to maximize net revenue to the toll road operator.
Conclusion

• Interstate is our backbone; our circulatory system and we need major surgery!

• The Interstates are a system that serves all of America – no political/class divide.

• American car travel is growing much faster than predicted in the 2016 C&P report. This is good news for the economy and personal prosperity (not so good for safety).

• Let’s Build a Future Interstate that is conceived from beginning to end with “Zero Deaths” & “Maximum Efficiency” in mind.