
ARE THE YANKS STILL COMING?

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Executive Director
Metropolitan Transportation Commission

Australian Transport Summit

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“You can always count on the Americans to do the right thing — after they have exhausted every other alternative.”

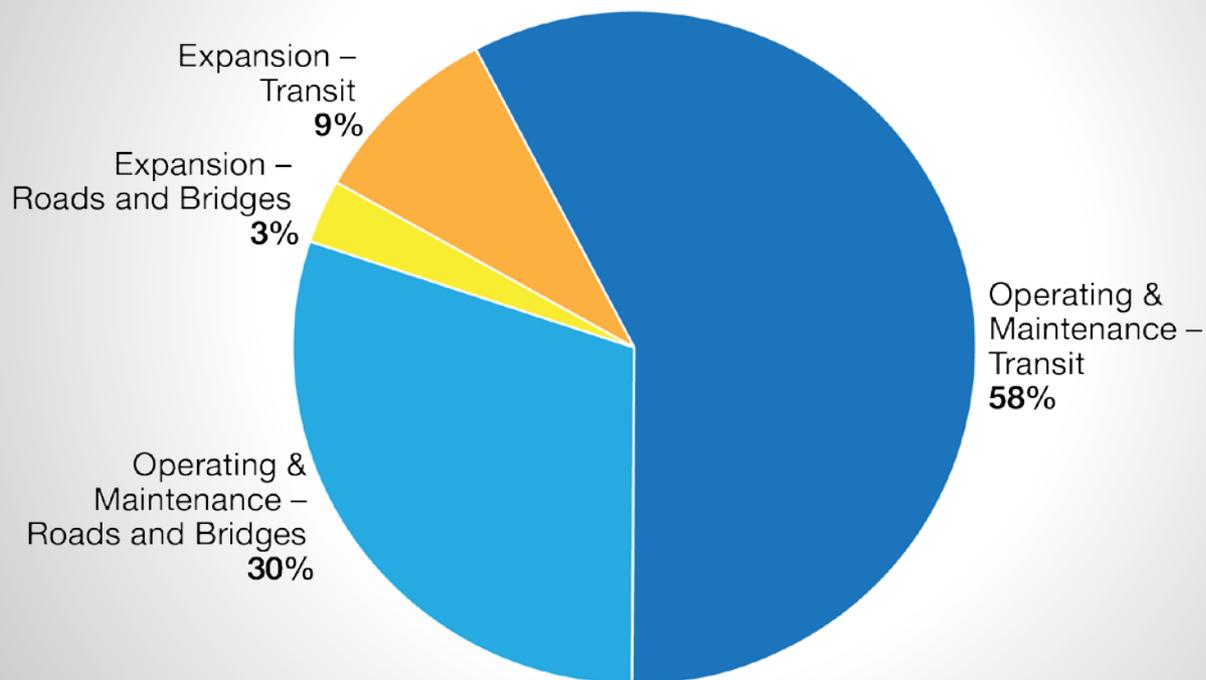
— Winston Churchill



1. AGING PAINS

Plan Bay Area Investment Strategy

Plan Bay Area by Function – \$277 billion



88% Operations and Maintenance
67% Public Transit



Doyle Drive Reconstruction (1936)



Caldecott Tunnel Expansion (1937)

*“A bridge is to a
road as a diamond
is to a ring.”*

— Anonymous



Earthquakes

➤ 1989 Loma Prieta

- 6.9 Magnitude
- 60 miles from San Francisco





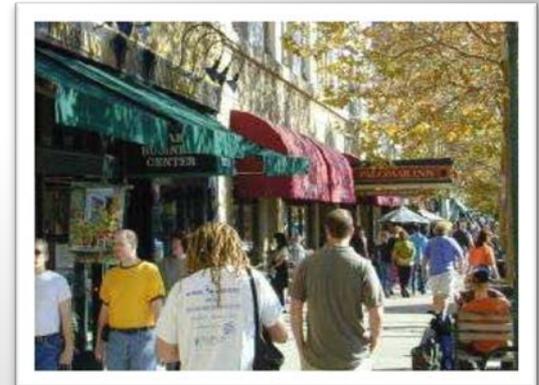
Bay Bridge East Span Replacement (1937)

2. SOME LIKE IT HOT

California's Three Pronged Approach to Reducing Transportation Greenhouse Gases

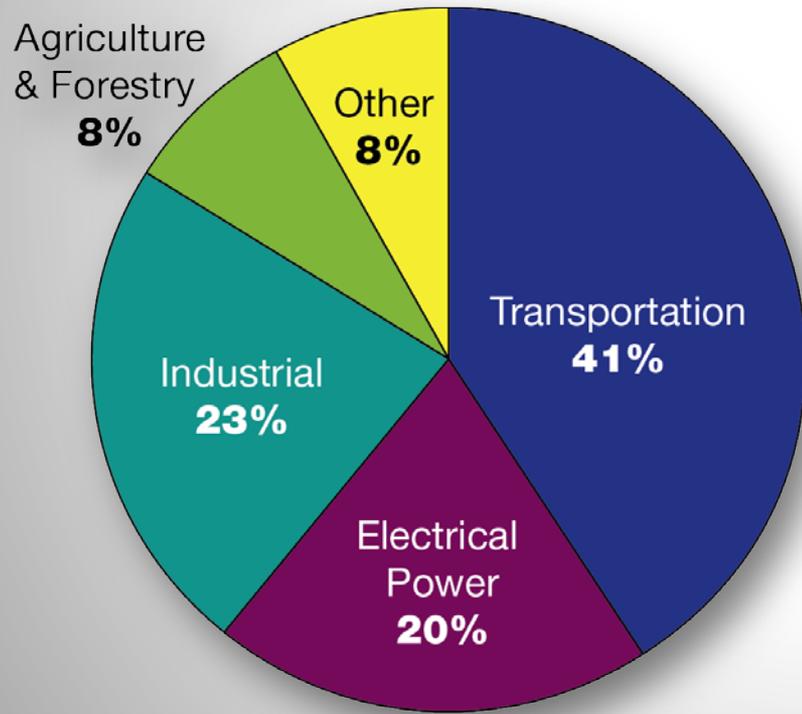
(AB 32 Scoping Plan estimates for GHG reductions in 2020)

- **Cleaner vehicles** (Pavley, AB 32) — **38 million metric tons**
- **Cleaner fuels** (Low-Carbon Fuel Standard) — **15 million metric tons**
- **More sustainable communities** (SB 375) — **5 million metric tons**

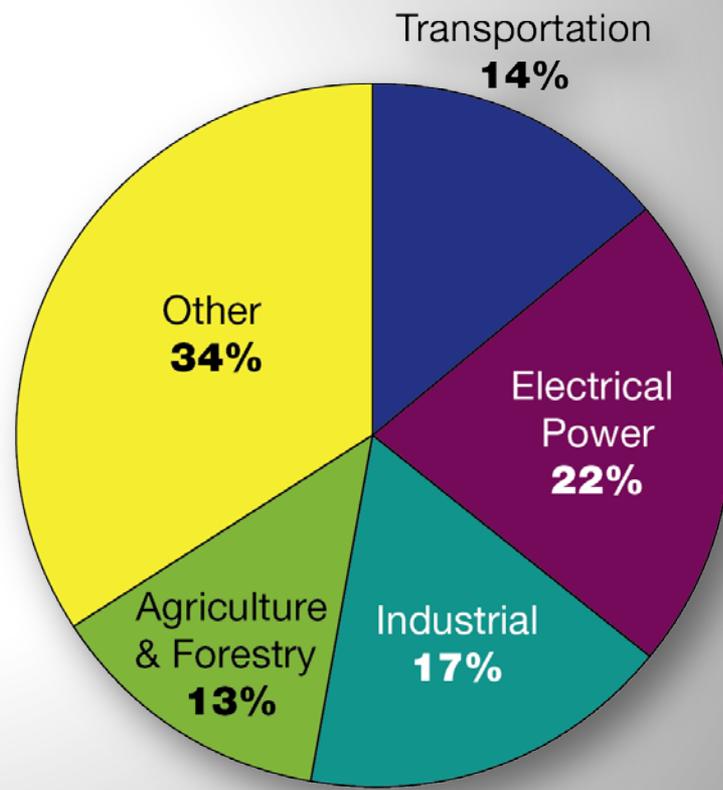


Greenhouse Gas Emissions By Source

**California Greenhouse Gas Emissions
By Source**



**World Greenhouse Gas Emissions
By Source**



Source: California Climate Action Team

Source: U.S. Energy Information Administration



SB 375

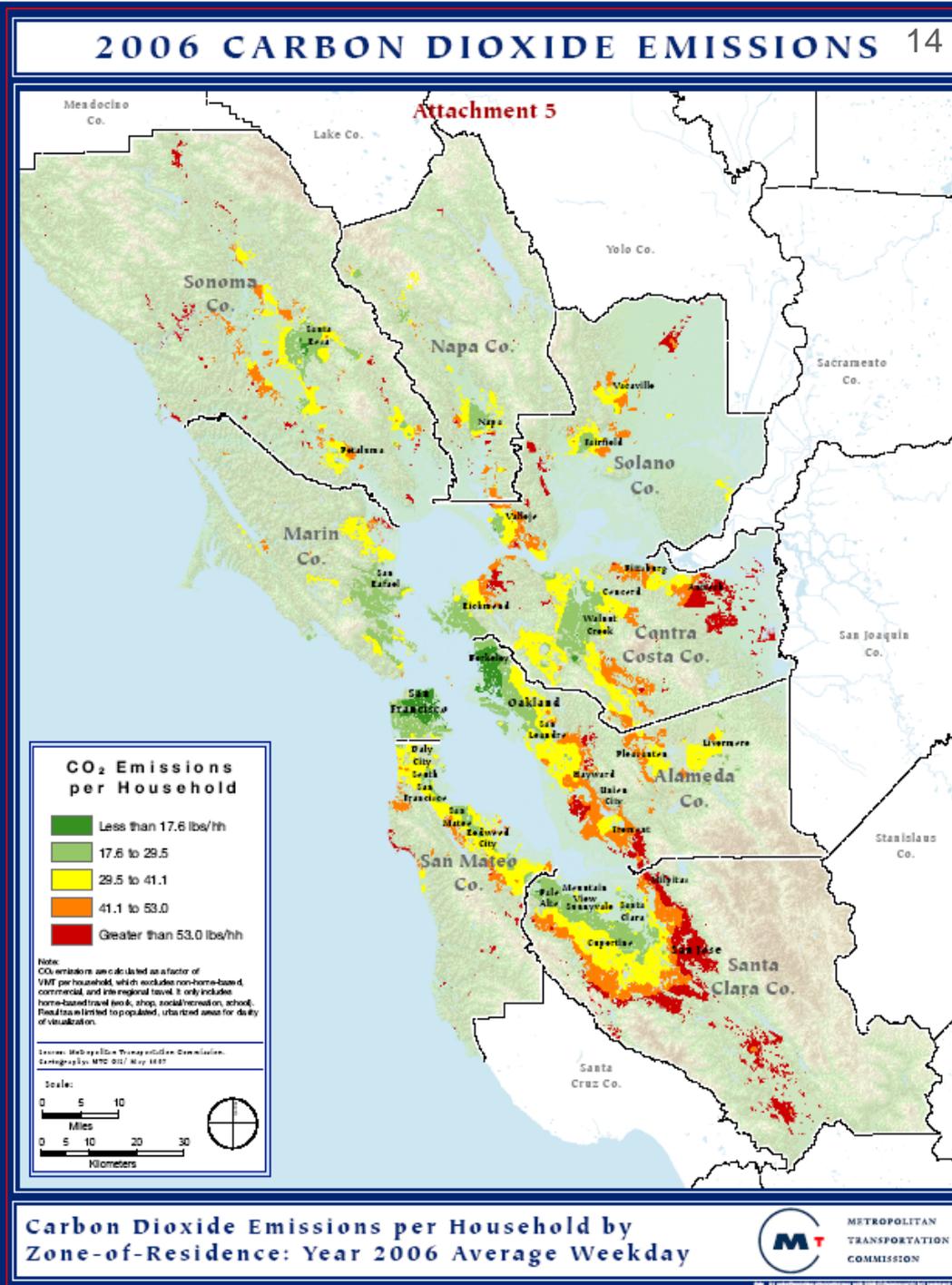
The Three E's

Develop a strategy that:

- Reduces GHG emissions from driving in the Bay Area
- Houses the region's population at all income levels
- Supports a strong economy and quality of life

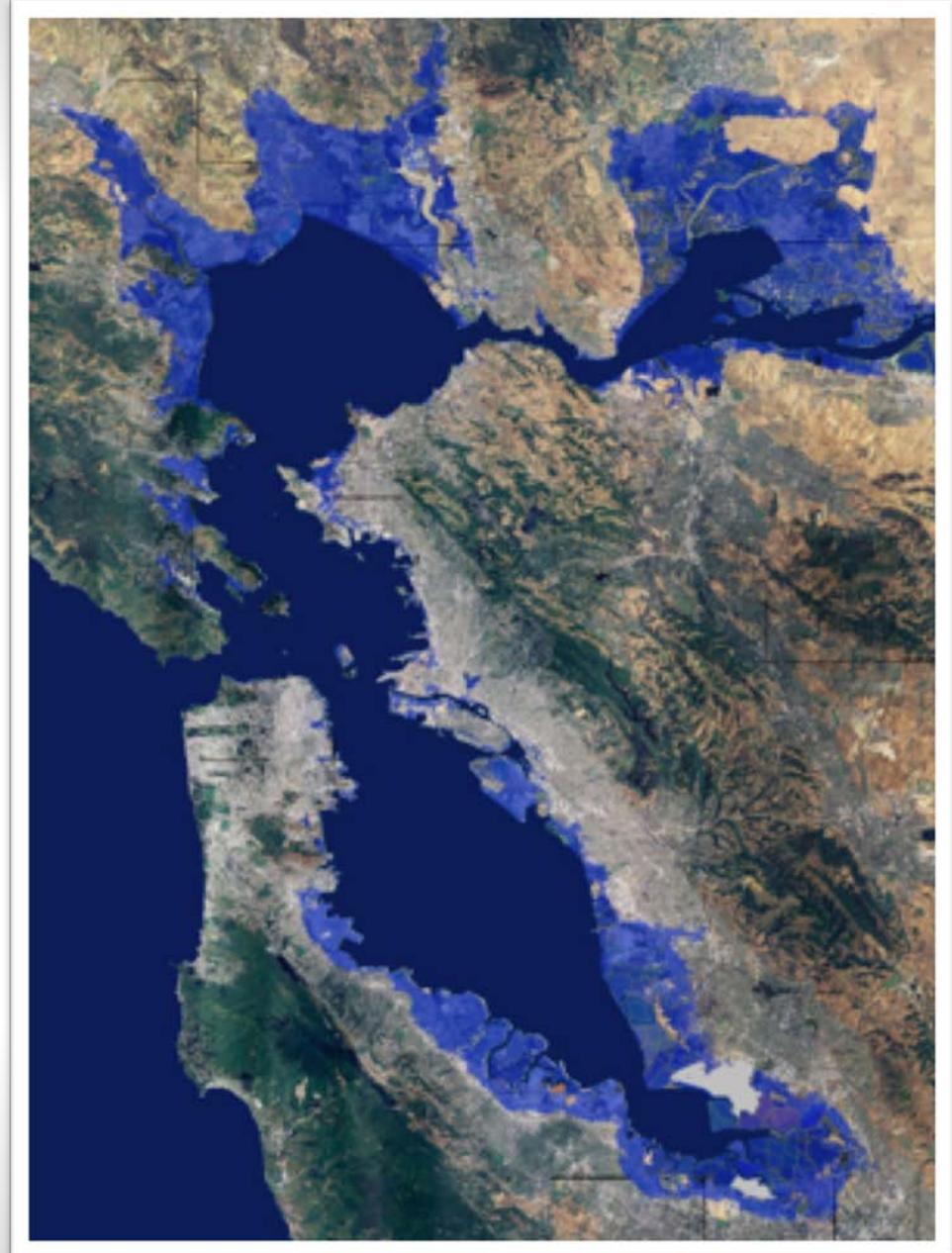
Location Matters

- **Growing Cooler:** Compared to sprawl, compact development results in a 20 to 40 percent reduction in VMT and hence in CO₂



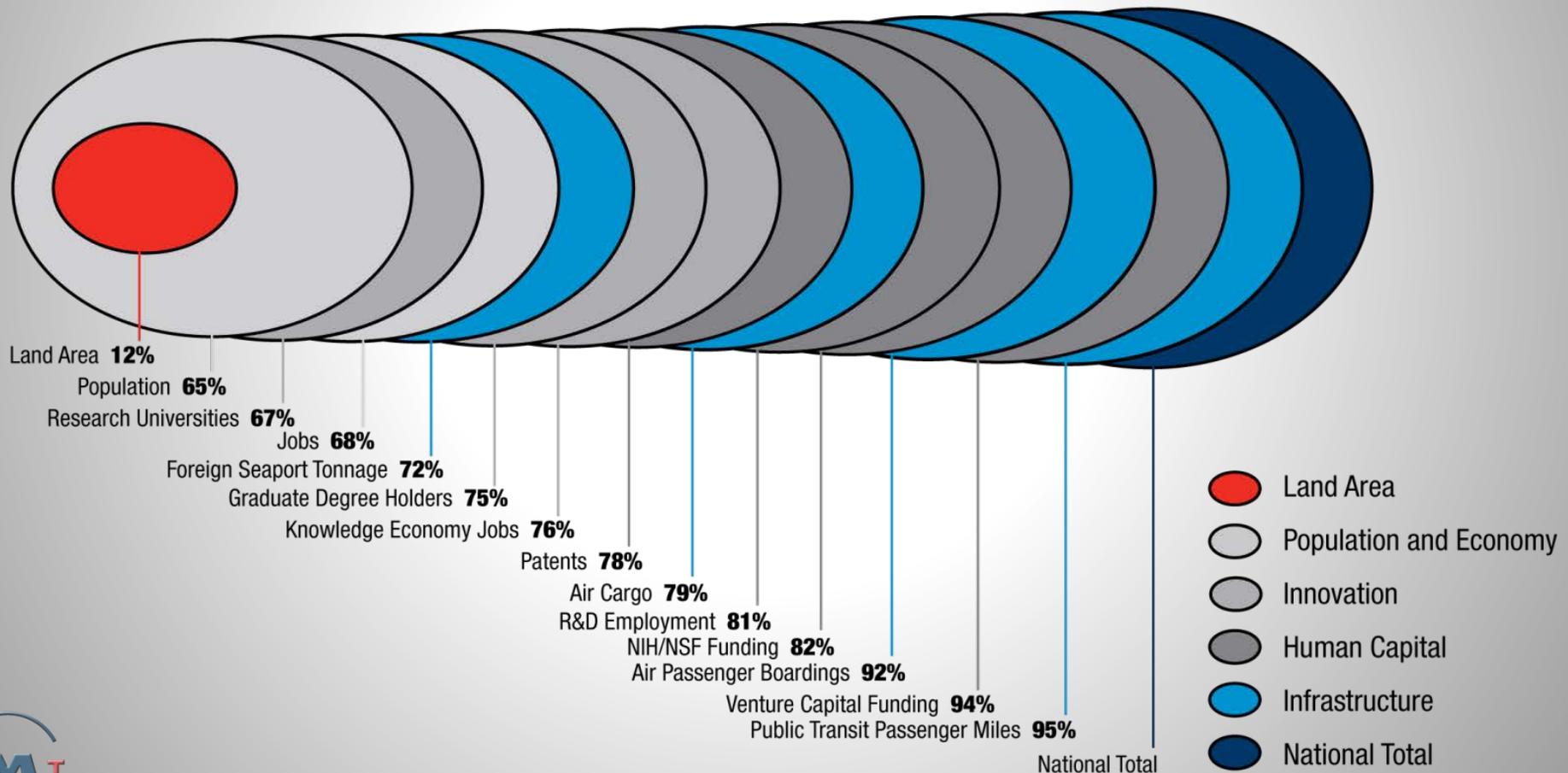
Adapting to a Rising Bay

- Bay Area cost of required defenses to guard against flooding from 1.4 meter sea-level rise: **\$5 billion**
- Replacement value of Bay Area buildings and contents at risk of 100-year flood due to 1.4 meter sea-level rise: **\$62 billion**



3. METRO MOBILITY

Major Metros Are Fundamental Drivers of Prosperity



High-Speed Rail is Not the Interstate System Redux

- ▶ High-speed rail is about connecting large metropolitan areas
- ▶ The critical decision is focusing on the proper city pairs

Top 50 City Pairs

Rank	City Pair	Score
1	New York-Washington	100.00
2	Philadelphia-Washington	98.24
3	Boston-New York	97.22
4	Baltimore-New York	96.83
5	Los Angeles-San Francisco	96.43
6	Boston-Philadelphia	96.05
7	Los Angeles-San Diego	94.92
8	Los Angeles-San Jose	94.19
9	Boston-Washington	92.79
10	Dallas-Houston	91.37
11	Chicago-Detroit	
12	Baltimore-Boston	
13	Chicago-Columbus	
14		

America
2050



Environmental Review(s) Run Amok

CONTRA COSTA TIMES

TUESDAY, OCTOBER 5, 2010

Peninsula Cities Sue to Derail High-Speed Rail Project

By Jesse Dungan
Contra Costa Times News Staff Writer

A coalition of Peninsula cities and organizations on Monday sued the California High-Speed Rail Authority in another bid to derail its \$43 billion bullet train project.

The project has been controversial in some mid-Peninsula cities, where residents and officials worry the bullet trains will be noisy, divide neighborhoods by running atop elevated tracks, and force the seizure of dozens of homes along sections of the Caltrain corridor.

Palo Alto, Menlo Park and Atherton, along with three environmental groups, two citizens groups and a San Mateo resident, filed the lawsuit in Sacramento County Superior Court.

The suit alleges that the rail authority's environmental assessment doesn't adequately describe the Los Angeles-to-San Francisco project, fails to fully explore its negative impacts, and gives short shrift to alternatives, such as running the trains over the Altamont Pass and the East Bay instead of over

"The project description in the FRPEIR (final revised programmatic environmental impact report) was inadequate because it included inaccurate ridership and revenue figures that were derived using a defective and previously-undisclosed ridership/revenue model," the suit alleges.

inadequate because it included inaccurate ridership and revenue figures derived using previously-undisclosed ridership/revenue model.

"It's kind of a belt-in-suspenders approach," Flashman said of the two suits.

"The defective and inaccurate ridership and revenue information" ... resulted in the CHSRA not being able to make accurate and informed choices among various project alternatives and in not being able to properly or accurately determine the financial feasibility of various project alternatives and mitigation measures."

The suit is the second legal challenge that has brought

authority's decision to sue through the Pacheco station. Flashman later filed a brief with the court.

Flashman filed that suit, but not the rail authority to sue the proposed route between San Francisco and

Flashman claimed the suit didn't adequately respond to the judge's orders.

Barker said in an e-mail Monday evening that he had not yet seen the lawsuit and therefore couldn't comment.

In addition to Palo Alto, Menlo Park and Atherton, other plaintiffs in the latest suit include the Planning and Conservation League, the Transportation Solutions Defense and Education Fund, the California Rail Foundation, the Community Coalition on High-Speed Rail, Mid-

High-Speed Rail Is NOT Stimulus

OBLIGATION AND OUTLAY OF MAJOR TRANSPORTATION STIMULUS FUNDING

(Millions of Dollars, As of Close of Business on Friday, September 24, 2010)

Agency	Bureau	Account	Total Provided	Obligated	Oblig. % of Total	Outlays	Outlay % Of Total
DOT	FHWA	Federal-Aid Highways	27,500	26,819	97.5%	13,934	50.7%
DOT	FTA	Transit – Capital Formula	6,900	7,292	105.7%	3,058	44.3%
		<i>Highways + Transit Formula</i>	<i>34,400</i>	<i>43,111</i>	<i>99.2%</i>	<i>16,992</i>	<i>49.4%</i>
DOT	FTA	Transit – Rail Modernization	750	746	99.4%	322	42.9%
DOT	FTA	Transit – New Starts	750	743	99.1%	743	99.0%
DOT	FRA	High-Speed/Intercity Rail	8,000	676	8.5%	14	0.2%
DOT	FRA	Grants to Amtrak	1,300	1,302	100.2%	980	75.4%

SOURCE: Transportation Weekly



There's No Such Thing as a Democratic or a Republican Road...

The New York Times

MONDAY, OCTOBER 4, 2010

Rail Service Expansion Imperiled at State Level

By Michael Cooper

Republicans running for governor in a handful of states could block, or significantly delay, one of President Obama's signature initiatives: his plan to expand the passenger rail system and to develop the nation's first bullet-train service.

When he addressed this year, the president called for building high-speed rail, and backed up his words with \$8 billion in stimulus money, distributed to various states, for rail projects.

But Republican candidates for governor in some of the states that won the biggest stimulus rail awards are reaching for the emergency brake.

In Wisconsin, which got more than \$810 million in federal stimulus money to build a train line between Milwaukee and Madison, Scott Walker, the Milwaukee County executive and Republican candidate for governor, has made his opposition to the project central to his campaign.

Mr. Walker, who worries that the state could be required to spend \$7 million to \$10 million a year to operate the trains once the line is built, started a Web site, NoTrain.com, and has run a television advertisement in which he calls the rail project a boondoggle. "I'm Scott Walker," he said.

And the nation's most ambitious high-speed rail project, California's \$45 billion plan to link Los Angeles and San Francisco with trains that would go up to 220 miles per hour, could be delayed if Meg Whitman, a Republican, is elected governor. "In the face of the state's current fiscal crisis, Meg doesn't believe we can afford the costs associated with new high-speed rail at this time," said Tucker Bounds, a campaign spokesman.

Ms. Whitman's desire to delay the project, which has already received \$2.25 billion in stimulus money, drew a rebuke from the administration of Gov. Arnold Schwarzenegger, a Republican who champions high-speed rail. "To say 'now is not the time' shows a very narrow vision," said Matt David, the governor's communications director.

The state-level opposition is a reminder of the challenge of building a national transportation project in the United States: while the federal government can set priorities, the construction is up to the states.

With recent polls showing all of the anti-rail Republican candidates leading or within striking distance of their pro-rail Democratic rivals, it is clear that the

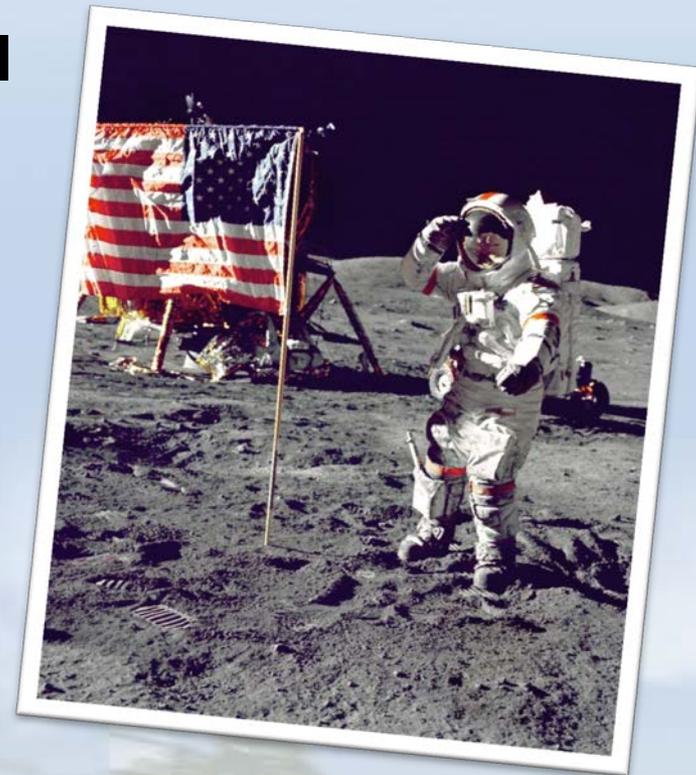
So Why Do It?

- ▶ **Alternative to congested air travel**
- ▶ **Clean electric transportation**
- ▶ **\$7 per gallon of gasoline**

“Facing Up to End of 'Easy Oil'”

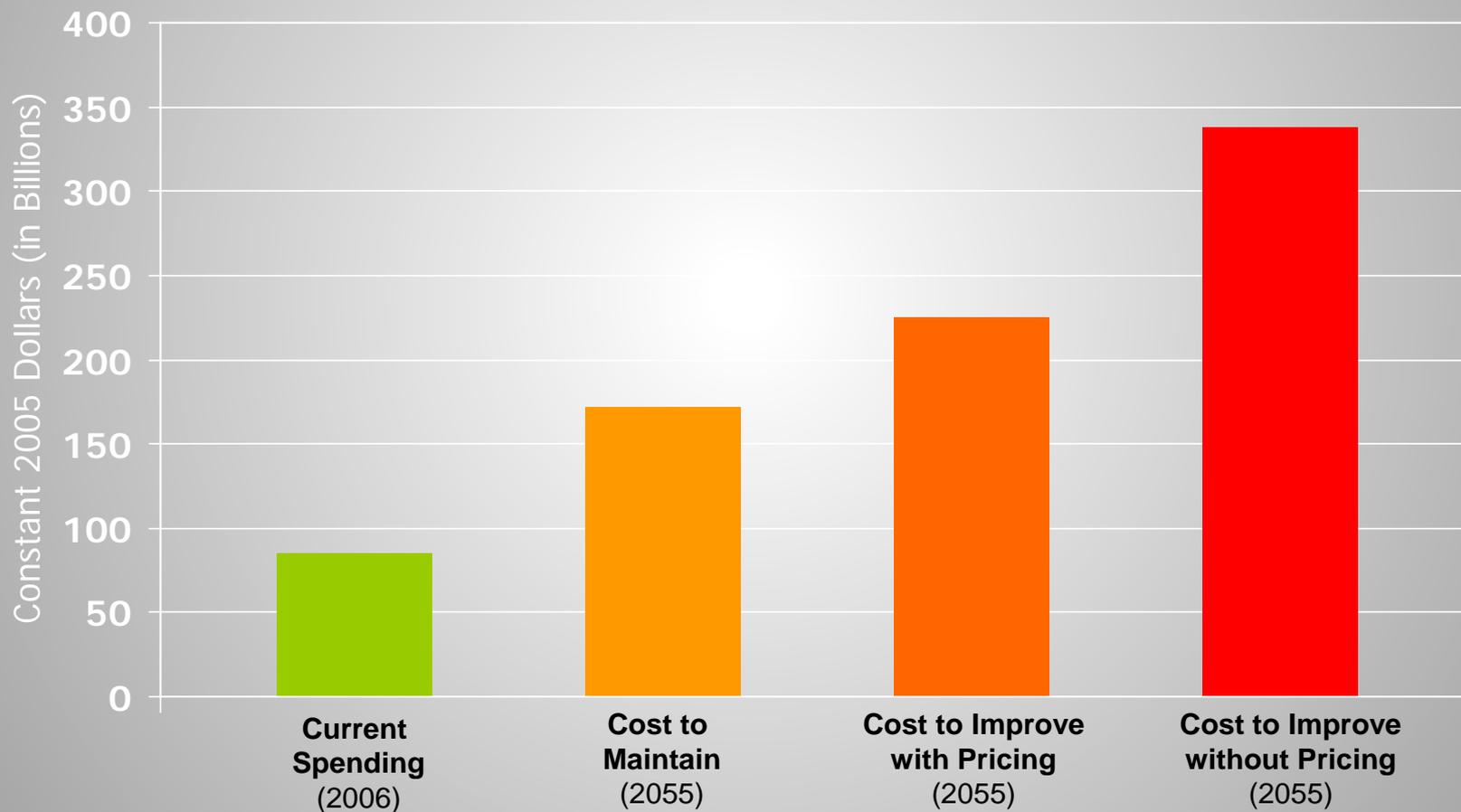
(Wall Street Journal, May 24, 2011)

- ▶ **Are all of our major economic competitors crazy?**
- ▶ **To prove we still can**



4. POTOMAC FEVER

Annual National Funding Gap



Source: Section 1909 Commission





*“Read my lips:
no new taxes”*

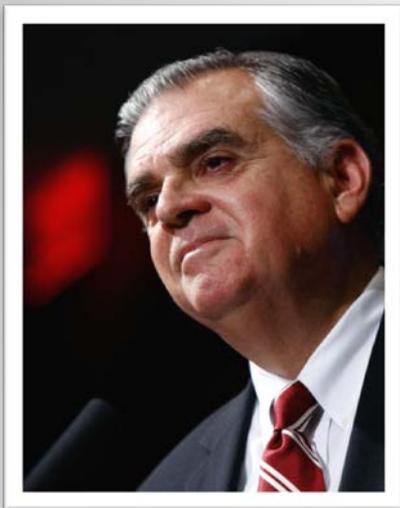
— George H. W. Bush, 1998



*“Under my plan, no
family making less
than \$250,000 a year
will see any form of
tax increase”*

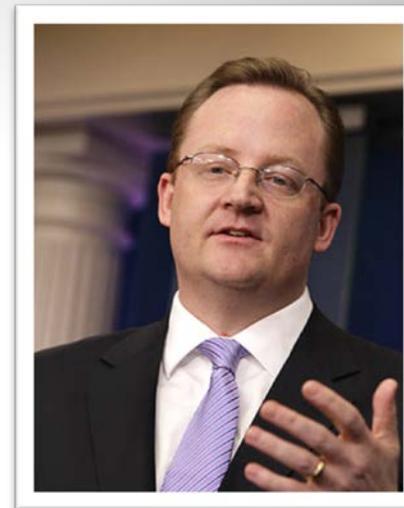
— Barack Obama, 2008

Issue: Tax Politics



“We should look at the vehicular miles program where people are actually clocked on the number of miles that they traveled.”

— Ray LaHood



“The policy of taxing motorists based on how many miles they have traveled is not and will not be Obama administration policy.”

— Robert Gibbs

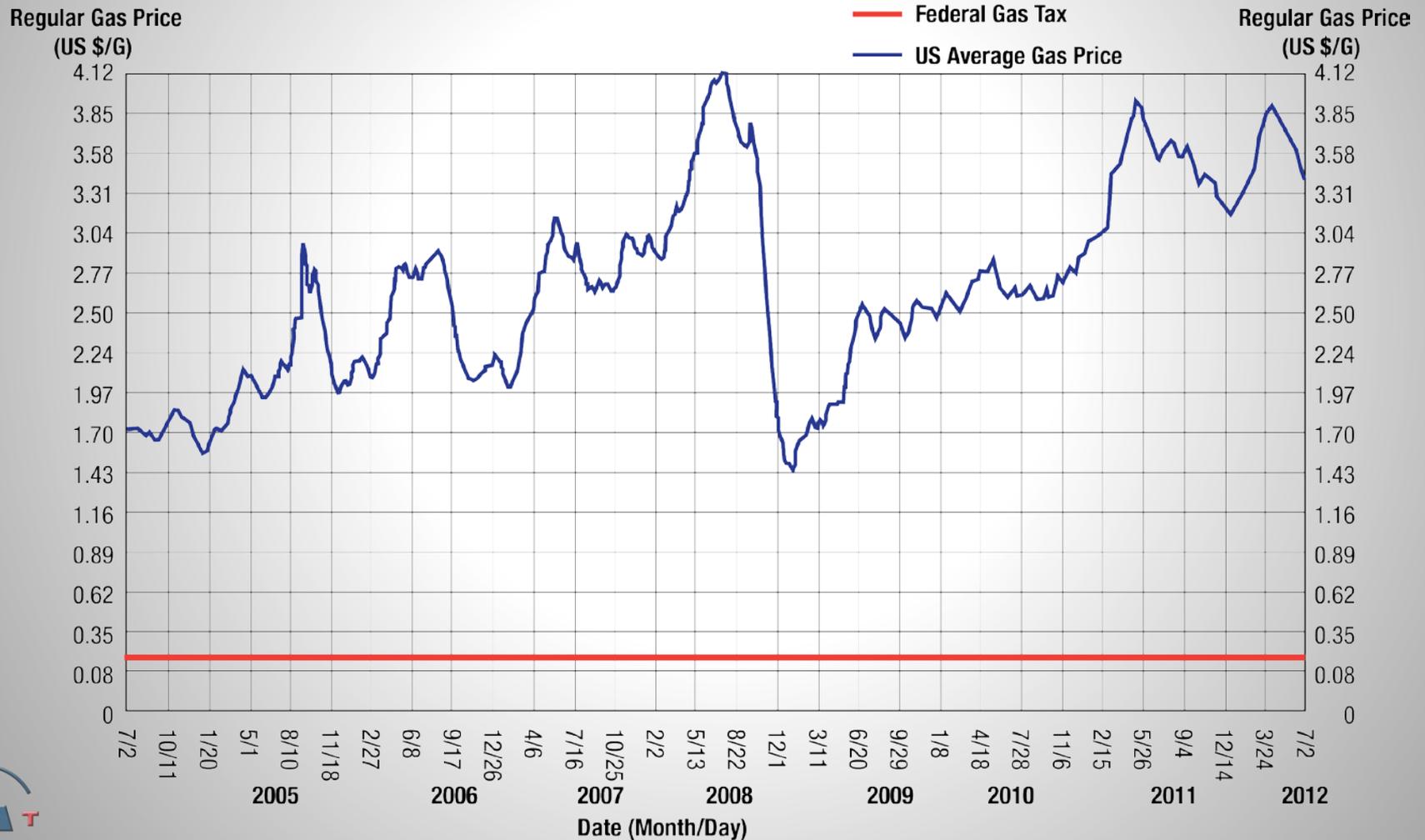
MAP-21 Revenue Offsets

- **Leaking Underground Storage Tank Fund**
- **Private Pension Reform**
- **Cigarette Rolling Machine Tax**
- **Tax-exempt Bond Treatment**
- **Medicare Provider Tax Liens**
- **Life Insurance Contracts**



Would a Gas Tax by Any Other Name...

96 Month Average Retail Price of Gasoline, 2005–12



*“Our unity as a nation is sustained
by free communication of thought
and by easy transportation of
people and goods...*

*Together the unifying forces
of our communication and
transportation systems are
dynamic elements in the very
name we bear — United States.
Without them, we would be a mere
alliance of many separate parts.”*

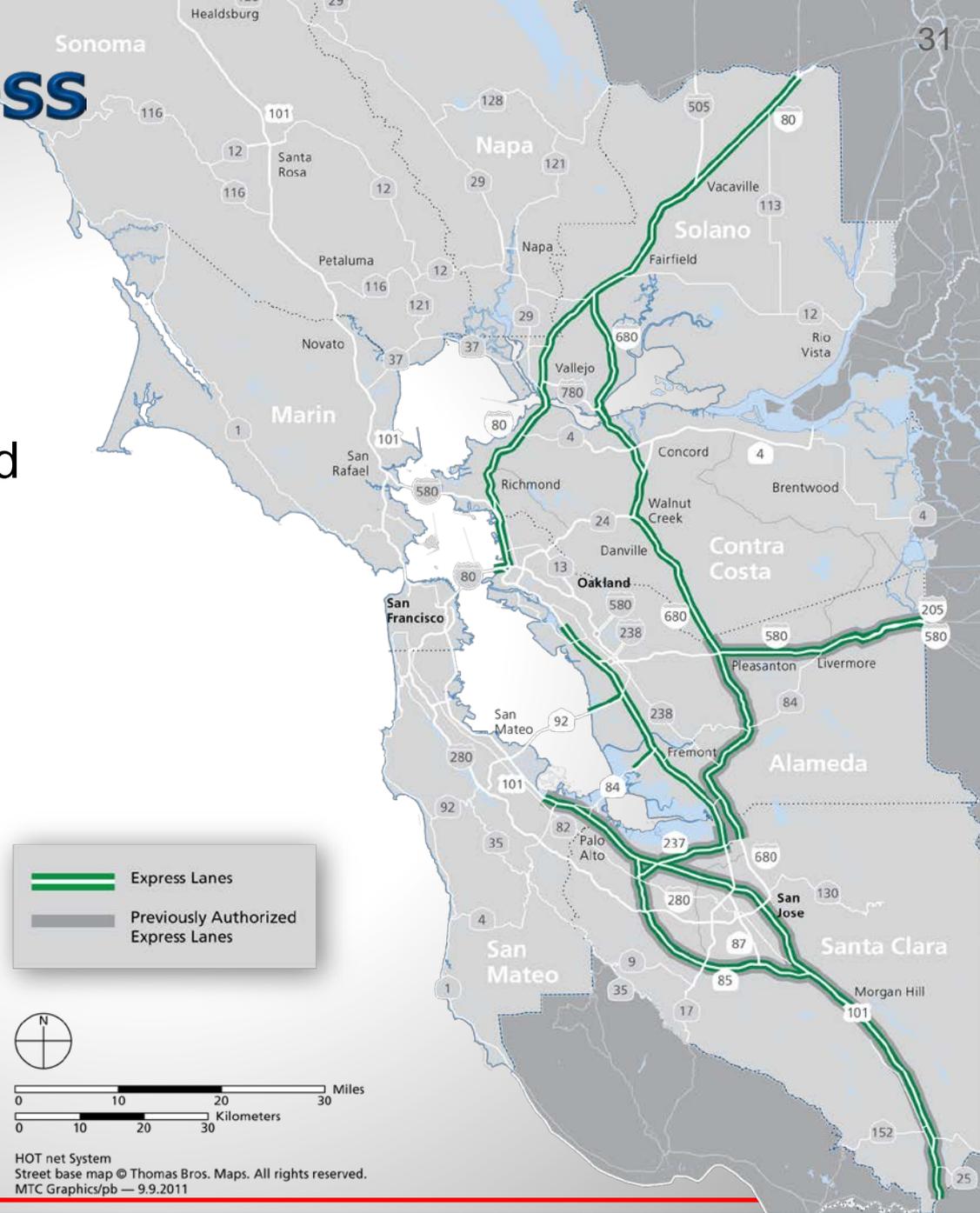
— Dwight D. Eisenhower, 1955



**5. DON'T STOP,
PAY TOLL**

Regional Express Lane Network

- **Improve mobility** for carpoolers, bus riders, and motorists willing to pay
- **Build on foundation** of 420 miles of existing HOV lanes
- **Generate new source of toll revenue** at time of constrained state and federal budgets



But...

- **HOT lanes are popular because motorists can choose to use them — or choose not to**
- **That choice also limits the effectiveness of HOT lanes as a congestion relief strategy for most motorists**

European/Asian Model: Cordon/Area Pricing

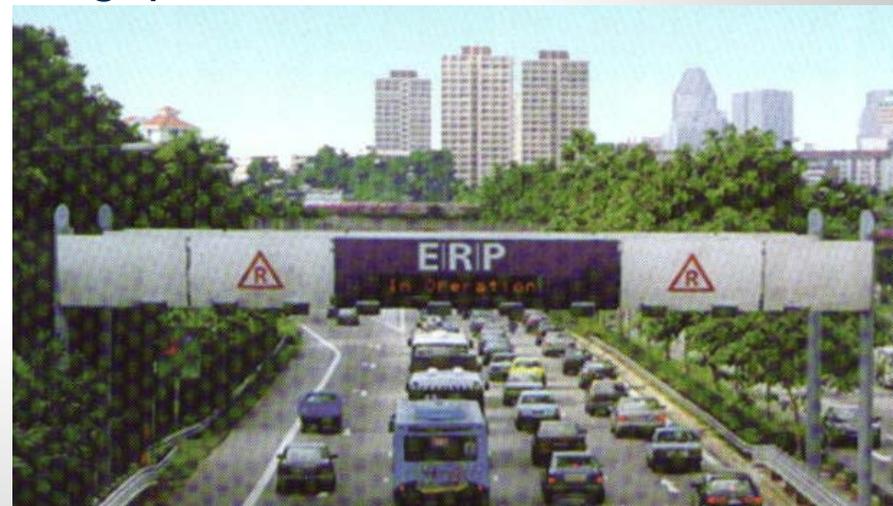
Stockholm



London



Singapore



Cordon Pricing in the U.S.?



New York?



San Francisco?

Peak Pricing Common in Many U.S. Industries

Telephone Charges



Hotel Rates



Air Fares



Movie Tickets

... But Not in the Transportation Sector



Traffic Congestion = Evil #1

Congestion Pricing = Evil #2

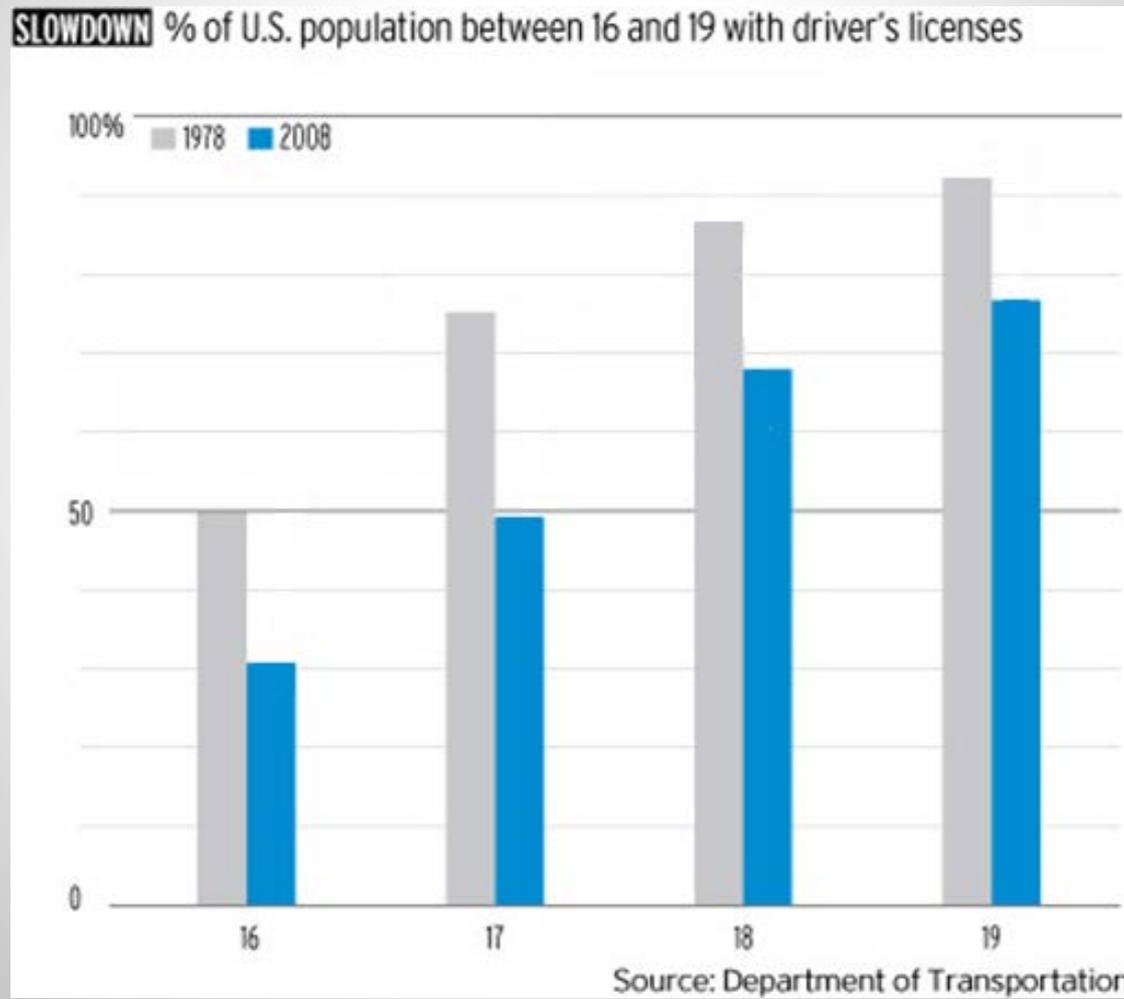
*“ When faced with
a choice between
two evils, I always
choose the one
I haven’t tried before”*

— Mae West

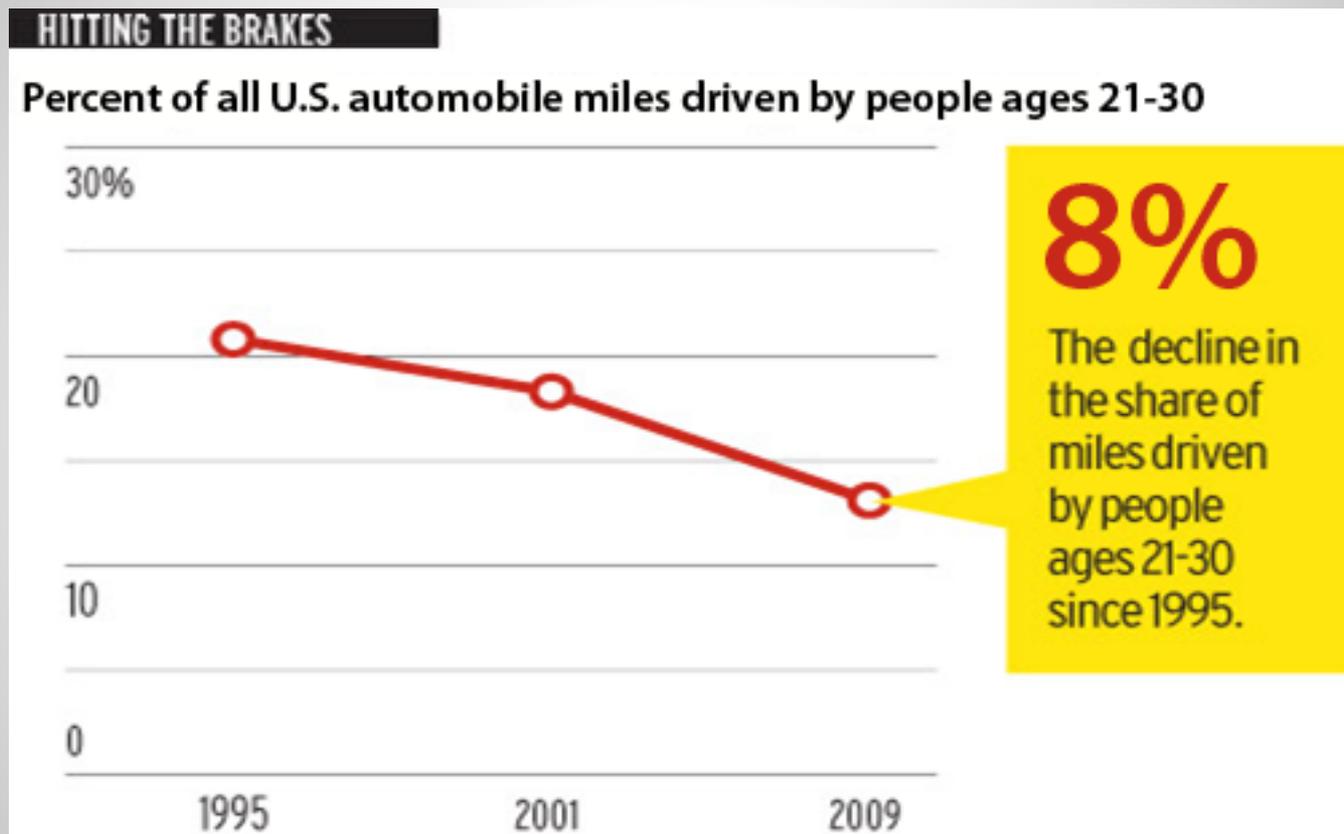


6. WILD CARDS

Is the Digital Revolution Driving a Decline in U.S. Car Culture?



Young Adults are Driving Less



Source: LERN/Nine Shift Institute, based on data from the National Household Travel Survey from the Federal Highway Administration of the U.S. Department of Transportation, validated with the FHWA and Duke University statistician Laura Taylor.

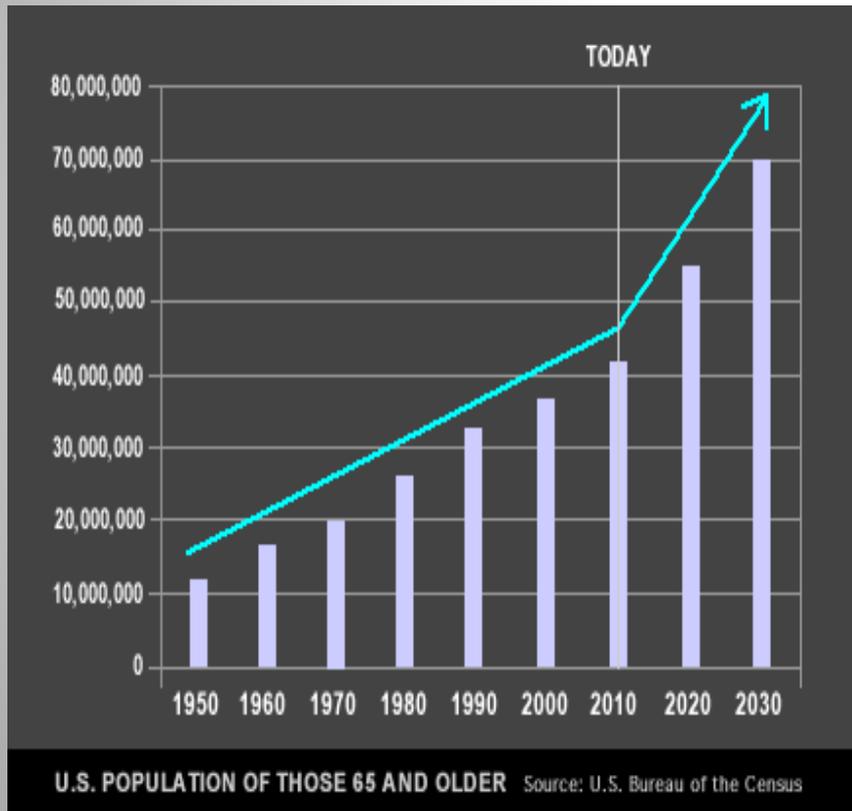
**Every 24 hours for the next 19 years,
an average of 10,000 U.S. "Baby Boomers"
will turn 65**



The Graying of Society

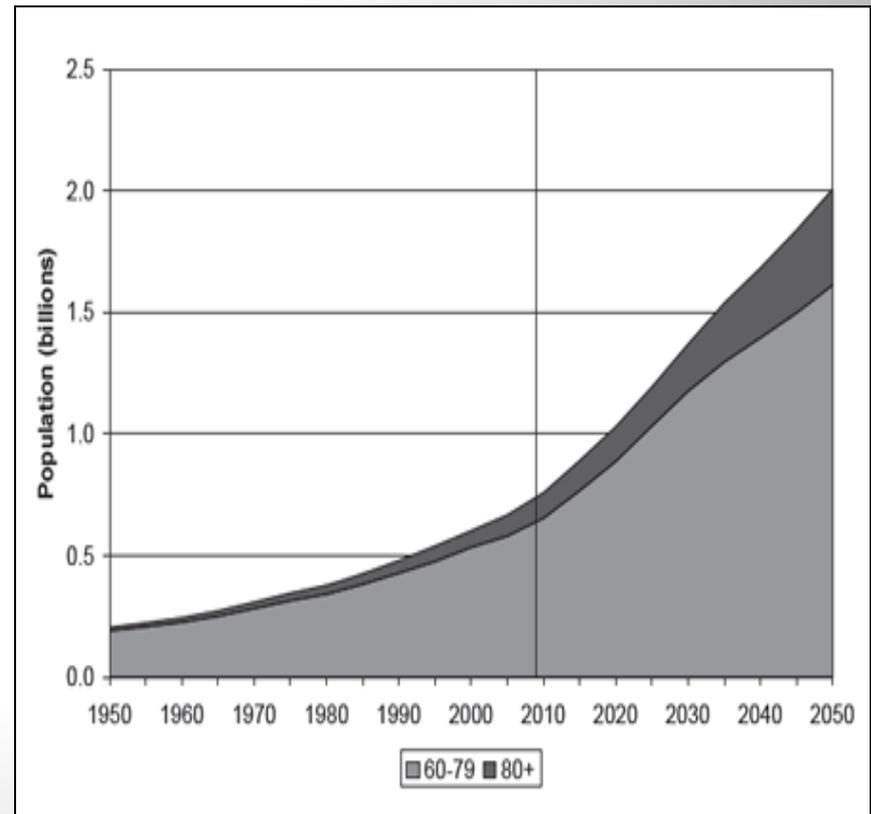
U.S. Data

Source: U.S. Census Bureau, 2010



World Data

Source: United Nations, 2010





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