



AASHTO Recommendations

The National Surface Transportation
Policy and Revenue Study Commission

Multimodal Freight Systems

- Freight Systems
 - Highway
 - Rail
 - Water

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Recommendations: Freight Systems

- The federal government should provide support to multi-state/regional investment banks to finance improvements to regionally and nationally significant freight projects, where costs are in a single state, but benefits accrue to several states.
- From resources outside the Highway Trust Fund, federal government financing should be provided for the “national benefits” share of investments in freight gateways, connectors, corridors and border crossings.

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- USDOT should work closely with the states and the private sector to implement the freight provisions contained in SAFETEA-LU.
- In collaboration with states and the private sector, the federal government should develop a foundation of data and analysis that maps and quantifies global and domestic supply chain patterns and how they affect demands on the transportation system.



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- From resources outside the Highway Trust Fund, federal government financing should be provided for the “national benefits” share of investments in freight gateways, connectors, corridors and border crossings.



Recommendations: Highway Freight Movement

- The federal government should help increase investment in highway system capacity to support economic growth and international competitiveness.
- The federal government should provide support for state efforts to relieve critical freight chokepoints and investment in projects such as truck lanes, and intermodal connectors.
- States in collaboration with the freight transportation industry and the federal government should investigate the feasibility of adjustments in truck size and weight in nationally significant corridors that demonstrate important economic benefits and meet safety, pavement/bridge impact and financing criteria.



Recommendations: Rail Freight Movement

- Existing federal programs that increase capacity and efficiency in freight rail transportation, such as the railroad rehabilitation and improvement financing program and the highway-rail crossing program, should be continued.
- Incentives for new investment in freight rail infrastructure by rail companies should be created and federal funding should be provided to states for investment in public-benefit freight rail projects.
- The federal government, in collaboration with states and the freight rail industry, and business shippers should develop description of the freight rail system needed for the 21st century as a framework for rail policy and investment.



Recommendations: Water Freight Movement

- Resources available through the Inland Waterways Trust Fund and the Harbor Maintenance Trust Fund should be used for their legislated purposes.
- The federal government should support state initiatives to integrate planning and investment for water transportation with surface transportation, to address the landside demands generated by ports and the unused potential of the inland waterway system to relieve highway congestion.

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