



## Infrastructure Funding

Number 29, 2011

### 1 **Alternative approaches to funding highways**

Congressional Budget Office. Congress of the United States, Washington, DC, USA, 2011

Online [accessed 10 August 2011] Click [here](#) to view

This report studies the effects of alternative approaches to funding highways. In particular, it compares the effects of current fuel taxes and possible new taxes on the distance driven in relation to the larger costs of - pavement damage, congestion, accidents, and noise. Having a user-pay system for the actual cost of highway use would involve imposing a combination of fuel taxes and distance driven.

### 2 **Communicating the imperative for action: a report to the Council of Australian governments**

Infrastructure Australia, Canberra, ACT, 2011

Online [accessed 10 August 2011] Click [here](#) to view

Infrastructure Australia's annual report to the Council of Australian Governments (COAG) stresses the urgent need to reform the financing of major infrastructure projects across Australia. The report finds that government reforms to infrastructure planning and delivery are frustratingly slow and this has resulted in a slowing of Australia's productivity. Action is needed to reform the way Governments choose the right projects, finance those projects, and operate and maintain them. Governments must also improve the planning of major infrastructure projects and foster use of the current networks more productively by demand management and pricing mechanisms.

**3 Costs of alternative revenue generation systems**

Baldacci, Patrick

Transportation Research Board, Washington DC, USA.  
NCHRP Report 689, 2011

Online [accessed 10 August 2011] Click [here](#) to view

The objective of this report is to develop a methodology that can be used to analyse and compare the administrative, collection, and compliance costs of systems for highway revenue generation and to apply that methodology to a selected set of usage-based revenue systems e.g. cordon-pricing, tolling, vehicle travel fees, and fuel taxes.

**4 Determining highway maintenance costs**

Cambridge Systematics

Transportation Research Board, Washington, DC, 2011  
NCHRP Report 688, 2011

Online [accessed 10 August 2011] Click [here](#) to view

The report identifies current practices, reviews relevant information, and develops a rational process that considers all cost elements and thus provides a realistic estimate of the costs of maintenance activities. Such a process helps highway agencies in evaluating alternatives for performing maintenance activities and making decisions that would result in better use of resources

**5 Estimating a statewide transportation infrastructure shortfall using long-range plans of metropolitan planning organisations**

Bond, A and Kramer, J

Transportation Research Record, 2010  
No. 2174, pages 25-28, 2010

This article describes a method used to calculate infrastructure funding shortfalls using the long range plans of metropolitan planning organisations.

**6 Government policy statement on land transport funding 2012/13-2021/22**

New Zealand Government, Wellington, NZ, 2011

Online [accessed 10 August 2011] Click [here](#) to view

This Government Policy Statement on Land Transport Funding charts the

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government's priorities for expenditure from the National Land Transport Fund over the next 10 years. It indicates how funding will be allocated between activities such as road safety policing, state highways, local roads and public transport.

**7 Leveraging land development returns to finance transportation infrastructure improvements**

Saginer, Jesse (et al)

Texas Transportation Institute, College Station, TX, 2011

Online [accessed 10 August 2011] Click [here](#) to view

This research identifies the magnitude of property value increases associated with transportation infrastructure improvements, the assessment levels and investment horizon needed to recapture the costs of transportation infrastructure improvements, and how these revenue streams may be further leveraged to support local and regional investments in transportation infrastructure.

**8 Measuring transportation investments: the road to results**

Pew Center on the States, Washington, DC, 2011

Online [accessed 10 August 2011] Click [here](#) to view

The goal of this assessment is to identify which States are doing the best in terms of having essential tools in place to make cost-effective transportation funding and policy choices - and to help lawmakers understand how to use these tools to do a better job with a restricted budget. The research examines six policy areas affected by those choices that are particularly important to states' economic wellbeing and taxpayers' quality of life: safety, jobs and commerce, mobility, access, environmental stewardship and infrastructure preservation.

**9 Public-private partnerships: filling funding gaps for infrastructure: lessons and models from abroad; evolving US initiatives; protecting the public interest**

Transportation Research Board, 2011

TR News, Number 274, May/June 2011

Most of this issue is dedicated to the PPP topic. Includes a description of international practices, how to select PPP's, and how to protect the public interest.

10 **Transportation infrastructure financing for sustainable development**  
World Road Association – PIARC, Paris, 2008

Online [accessed 10 August 2011] Click [here](#) to view

Road management, maintenance and operations can no longer be solely funded from public budgets. Countries will have to determine which financial procurement strategies for road funding will best meet their needs to maintain economic growth and sustainability. Funding methods discussed include the toll road system, for countries where economic growth is backed by sizable transport and infrastructure investment,s and dedicated taxes i.e. vehicle- related revenues from fuel taxes, vehicle registrations etc, or value added taxes paid by road users in accordance with the beneficiary-pays principle.

11 **Understanding the impacts of road pricing factors on future road use and network wide effects**

Tsolakis, Dimitris  
Austroads, Sydney, AP-R381-11, 2011

Online [accessed 10 August 2011] Click [here](#) to view

The research provides an assessment of the impacts of the most significant types of road pricing schemes on road use, the economy and community. The report discusses the issues of road pricing congestion and other externalities and also incorporates the results of a wide literature scan and review of international experience in this area. Lessons learnt are assessed and their wider applicability is evaluated.

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