



Transport Studies New Titles

Issues in
Transportation:
Background, Policy
and Funding

Rail Transportation:
Positive Train Control,
Safety and
Rehabilitation

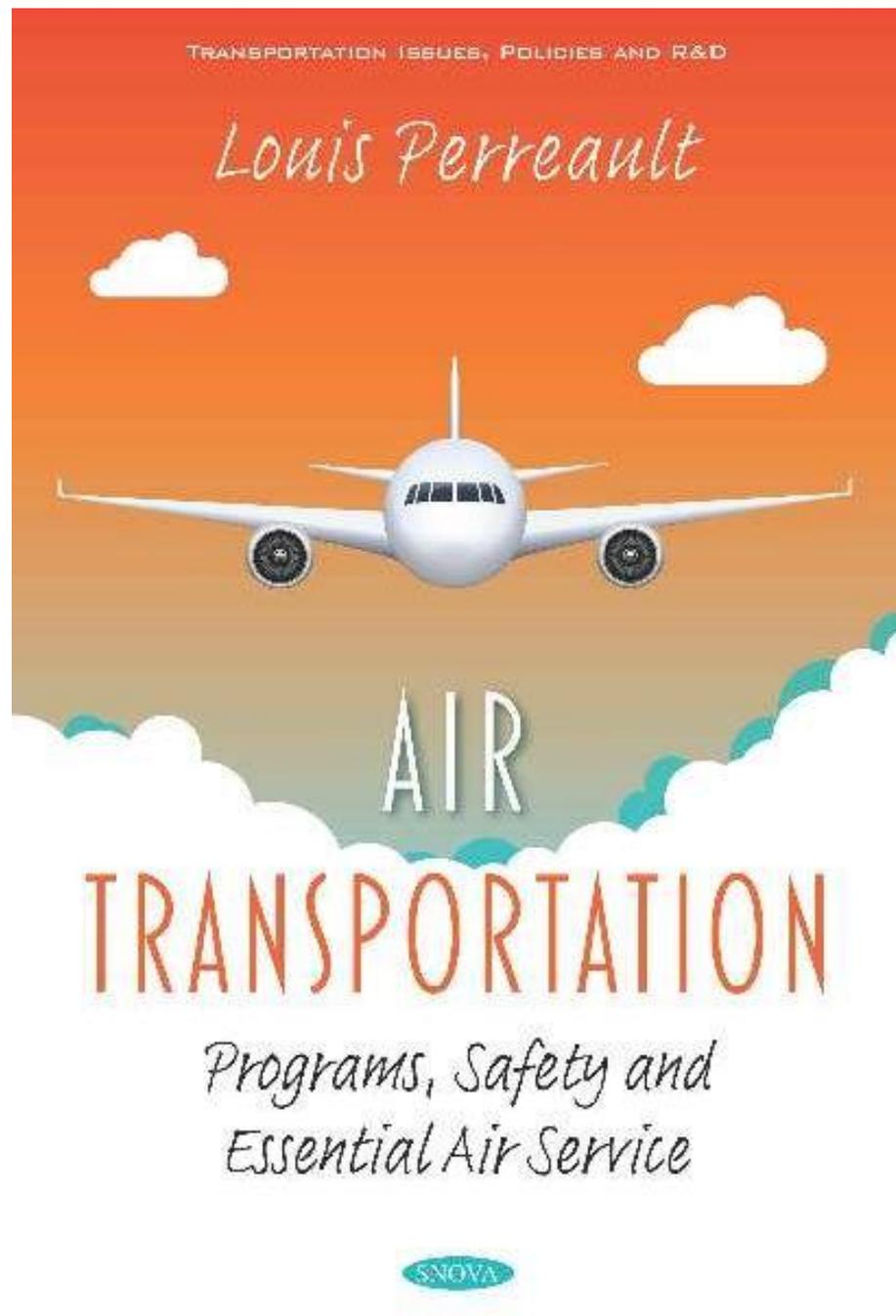
Air Transportation:
Programs, Safety and
Essential Air Service

Transportation:
Congressional Issues,
Financing and
Improvements

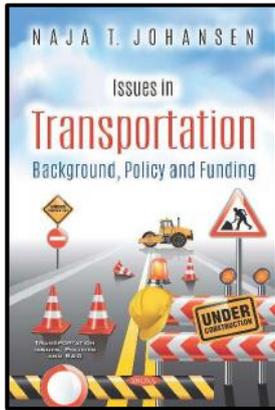
U.S. Flag Maritime
Industry:
Sustainability, Security
and New Technologies

Aviation Security:
Countermeasures,
Access Control, Air
Cargo and Charter
Operations

Transportation Issues:
Appropriations,
Partnerships and
Infrastructure



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Issues in Transportation Background, Policy and Funding

Edited by Naja T. Johansen

Federal assistance to public transportation is provided primarily through the public transportation program administered by the Department of Transportation's Federal Transit Administration (FTA). The federal public transportation program was authorized from FY2016 through FY2020 as part of the Fixing America's Surface Transportation (FAST) Act. Chapter 1 provides an introduction to the program as authorized by the FAST Act. Unless legislative action is taken, formula funding for the federal transit program could be decreased by approximately \$1 billion in FY2020, roughly 12% from the amount authorized in the FAST Act as reported in chapter 2.

Almost every conversation about surface transportation finance begins with a two-part question: What are the "needs" of the national transportation system, and how does the nation pay for them? Chapter 3 is aimed at discussing the "how to pay for them" question. The 116th Congress is expected to address surface transportation reauthorization, including consideration of how to deal with the persistent gap between projected HTF revenues and program costs as discussed in chapter 4 and 5.

Chapter 6 begins by discussing FHWA assistance for the repair and reconstruction of highways and bridges damaged by disasters (such as the 2017 Hurricanes Harvey, Irma, and Maria) or catastrophic failures (such as the collapse of the Skagit River Bridge in Washington State in 2013). This is followed by a discussion of FTA's assistance program, established in 2012, which has provided assistance to public transportation systems on two occasions, once after Hurricane Sandy in 2012 and again after the 2017 hurricanes.

The focus of chapter 7 is how best to implement and finance a system of deterrence, protection, and response that effectively reduces the possibility and consequences of terrorist attacks without unduly interfering with travel, commerce, and civil liberties.

The focus of chapter 8 is on truck freight and that portion of the rail and port industries that transports truck trailers and containers (intermodal freight).

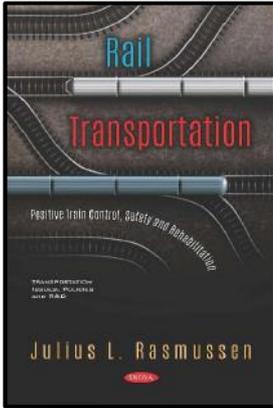
The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides long-term, low-interest loans and other types of credit assistance for the construction of surface transportation projects as reported in chapter 9.

DOT opened the Build America Bureau in July 2016. Chapter 10 assesses, progress DOT made to establish the Bureau and carry out its responsibilities, the Bureau's process for evaluating applications, and whether the Bureau provided a clear rationale for decisions in that process.

Chapter 11 examines the implications for federal transit policy of the current weakness and possible future changes in transit ridership.

Chapter 12 discusses the extent to which information exists about future transit workforce needs and FTA assists with addressing current and future transit workforce needs.

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Rail Transportation **Positive Train Control, Safety and Rehabilitation**

Edited by Julius L. Rasmussen

The Rail Safety Improvement Act of 2008 (RSIA08) requires implementation of positive train control (PTC) on railroads which carry passengers or have high-volume freight traffic with toxic- or poisonous-by-inhalation hazardous materials. Chapters 1 and 2 discuss passenger railroads' PTC progress and FRA's steps to assist them, and how passenger railroads and FRA plan to approach the 2018 and 2020 deadlines.

Chapter 3 reports on the FRA's passenger equipment safety standards using a performance-based approach to adopt new and modified requirements governing the construction of conventional and high-speed passenger rail equipment.

Chapter 4 examines key characteristics of FRA's and FTA's rail safety oversight programs and strengths and limitations of FRA's and FTA's rail safety oversight programs.

Crashes at highway-rail grade crossings are one of the leading causes of railroad-related deaths. Chapter 5 examines the focus of FRA's grade-crossing-safety research, how states select and implement grade-crossing projects and what data are available from FRA to inform their decisions, and the challenges states reported in implementing and assessing projects and the extent to which FHWA assesses the program's effectiveness.

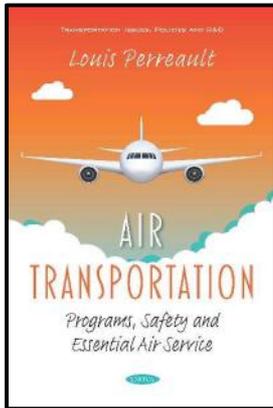
When a train is not moving but its engines are running, it can present risks and disruptions for the surrounding community as reported in chapter 6.

Railroad bridges carry heavy and potentially dangerous loads over busy roadways and important waterways. Many of these bridges are a century old or more. However, unlike road bridges, which are the responsibility of public entities, railroad bridges are the responsibility of the private railroad companies that own or operate them. Congress has acted in recent years to improve oversight of railroad bridge safety, but incidents have prompted concerns about whether enough is being done to protect the public as discussed in chapter 7.

Train derailments or collisions are often well-publicized events and receive significant attention from policymakers seeking to reduce their reoccurrence. Less attention has been devoted to trespassing, although it is a much greater cause of rail-related fatalities than derailments and collisions combined. As reported in chapter 8, over three-fifths of deaths in rail incidents have been pedestrian trespassers, and vehicle-train accidents at railroad grade crossings account for nearly one-third. Congress created the Railroad Rehabilitation and Improvement Financing (RRIF) program to offer long-term, low-cost loans to railroad operators, with particular attention to small freight railroads, to help them finance improvements to infrastructure and investments in equipment. This program is the focus of chapter 9.

Chapter 10 examines how WMATA spent its capital funds from fiscal years 2011 through 2017, how WMATA's new capital planning process addresses weaknesses it identified in the prior process, and WMATA's progress toward its track preventive maintenance program's goals and how the program aligns with leading program management practices.

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Air Transportation Programs, Safety and Essential Air Service

Edited by Louis Perreault

Federal Aviation Administration (FAA) programs are funded under four broad budget accounts: operations and maintenance (such as air traffic control and aviation safety functions); facilities and equipment (such as control towers and navigation beacons); grants for airports under the Airport Improvement Program (AIP); and civil aviation research conducted or sponsored by FAA. Additionally, certain aviation programs are administered by the Department of Transportation (DOT) Office of the Secretary, including the Essential Air Service (EAS) program, which subsidizes airline service to certain small or isolated communities as discussed in chapter 1.

Chapter 2 reviews airline IT outages and examines DOT's and FAA's roles related to airline IT outages and what is known about these outages and their effects on passengers.

Since 1992, Passenger Facility Charges (PFC) have been collected from airline passengers, as part of the airline ticket purchase, to help commercial service airports pay for capital development projects such as construction or improvement of runways, terminals, and roadways, among other things as reported in chapter 3.

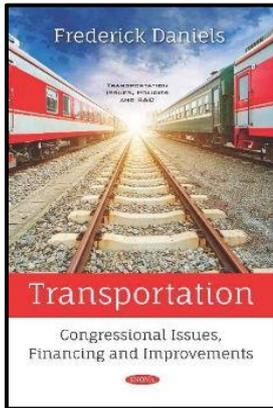
Chapter 4 examines, among other issues, trends in DOT's data on airline service; the effectiveness of DOT's compliance efforts; and the extent to which DOT's passenger education efforts align with key practices for consumer outreach.

Chapter 5 describes how DOT's review of antitrust immunity applications considers the potential effects on consumers and evaluates how DOT monitors approved grants of antitrust immunity. Chapter 6 examines the extent to which DOT's process for awarding fiscal year 2014–2016 grants was consistent with its grant notices and recommended practices for awarding discretionary grants, and examines the extent to which fiscal year 2010–2014 grants assisted airports in improving their air service, and identifies factors that affect the success of grant projects.

The Airline Deregulation Act of 1978 gave airlines almost total freedom to determine which domestic markets to serve and what fares to charge. This raised the concern that communities with relatively low passenger levels would lose service as carriers shifted their operations to serve larger and often more profitable markets. To address this concern, Congress established the Essential Air Service (EAS) program to ensure that small communities that were served by certificated air carriers before deregulation would continue to receive scheduled passenger service, with subsidies if necessary as discussed in chapter 7.

Chapter 8 describes the reasons why TSA established the TSO Basic Training program; discusses factors OTD considers when updating TSO Basic Training curriculum; and assesses the extent to which TSA evaluates its TSO Basic Training program.

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Transportation Congressional Issues, Financing and Improvements

Edited by Frederick Daniels

The nation's air, land, and marine transportation systems are designed for accessibility and efficiency, two characteristics that make them vulnerable to attack. The focus of chapter 1 is how best to implement and finance a system of deterrence, protection, and response that effectively reduces the possibility and consequences of terrorist attacks without unduly interfering with travel, commerce, and civil liberties.

Almost every conversation about surface transportation finance begins with a two-part question: What are the "needs" of the national transportation system, and how does the nation pay for them? Chapter 2 is aimed almost entirely at discussing the "how to pay for them" question.

On December 4, 2015, President Barack Obama signed the Fixing America's Surface Transportation Act (FAST Act; P.L. 114-94). As reported in chapter 3, the act authorized spending on federal highway and public transportation programs, surface transportation safety and research activities, and rail programs for five years, through September 30, 2020.

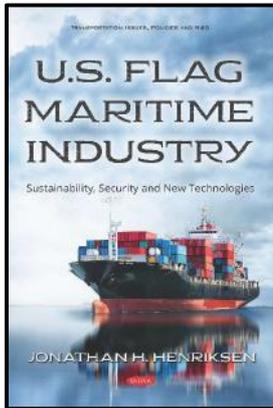
Despite significant investments in public transportation at the federal, state, and local levels, transit ridership has fallen in many of the top 50 transit markets. If strong gains in the New York area are excluded, ridership nationally declined by 7% over the past decade. Chapter 4 examines the implications for federal transit policy of the current weakness and possible future changes in transit ridership.

Congress created the Railroad Rehabilitation and Improvement Financing (RRIF) program to offer long-term, low-cost loans to railroad operators, with particular attention to small freight railroads, to help them finance improvements to infrastructure and investments in equipment. This program is discussed in chapter 5.

The Department of Transportation's (DOT) Federal Railroad Administration (FRA) and Federal Transit Administration (FTA) carry out different approaches to rail safety oversight. FRA has a more centralized safety oversight program for railroads, while FTA's program for oversight of rail transit safety largely relies on state safety agencies to monitor and enforce rail transit safety, as established in federal statute. Chapter 6 examines (1) key characteristics of FRA's and FTA's rail safety oversight programs and (2) strengths and limitations of FRA's and FTA's rail safety oversight programs.

Research sponsored by the Federal Railroad Administration (FRA) has identified driver behavior as the main cause of highway-rail grade crossing crashes and that factors such as train and traffic volume can contribute to the risk of a crash. Chapter 7 examines: (1) the focus of FRA's grade-crossing-safety research, (2) how states select and implement grade-crossing projects and what data are available from FRA to inform their decisions, and (3) the challenges states reported in implementing and assessing projects and the extent to which FHWA assesses the program's effectiveness.

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U.S. Flag Maritime Industry Sustainability, Security and New Technologies

Edited by Jonathan H. Henriksen

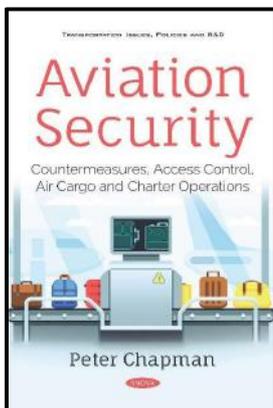
Chapter 1 examines the state of the U.S. flag Maritime Industry including the U.S. Merchant Marine. It includes testimony from the U.S. Coast Guard (Coast Guard or Service), the Maritime Administration (MARAD), and representatives of the maritime industry.

The U.S. government relies on U.S.-flag vessels that trade internationally to transport cargo and to provide a pool of U.S. mariners who could be called upon in times of crisis for DOD's reserve fleet. Chapter 2 discusses: (1) the effect the U.S. government's support for the U.S.-flag fleet has had on national defense needs and other government programs; (2) the challenges identified by stakeholders in sustaining the U.S.-flag fleet for defense needs; and (3) the status of the mandated national strategies related to the U.S.-flag fleet.

The U.S. economy is dependent on the expeditious flow of millions of tons of cargo each day through the global supply chain—the flow of goods from manufacturers to retailers. Chapter 3 discusses the progress and challenges associated with CBP's implementation of initiatives and programs responsible for enhancing the security of the global supply chain.

Chapter 4 examines emerging maritime technologies. It will explore how such technologies could improve U.S. Coast Guard mission performance and enhance the safety and efficiency of maritime transportation.

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Aviation Security Countermeasures, Access Control, Air Cargo and Charter Operations

Edited by Peter Chapman

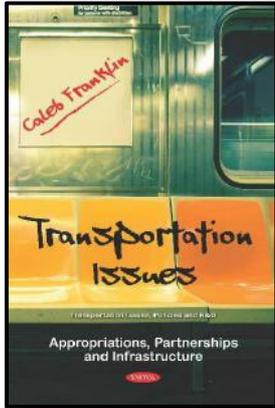
The Transportation Security Administration (TSA) has spent billions of dollars on aviation security programs. However, recent attacks involving aircraft and airports in other countries underscore the continued threat to aviation and the need for an effective aviation security program. Chapter 1 examines the extent to which TSA has (1) information on the effectiveness of selected passenger aviation security countermeasures and (2) systematically analyzed the cost and effectiveness tradeoffs among countermeasures.

Incidents of aviation workers using access privileges to smuggle weapons and drugs into security-restricted areas and onto planes has heightened awareness about security at commercial airports. TSA, along with airport operators, has responsibility for securing the nation's approximately 440 commercial airports. Chapter 2 reports on (1) the extent to which TSA has assessed the components of risk and (2) the extent to which TSA has taken actions to oversee and facilitate security, among other objectives.

U.S. policies and strategies for protecting air cargo have focused on two main perceived threats: the in-flight detonation of explosives concealed in an air cargo shipment and the hijacking of a large all-cargo aircraft for use as a weapon to attack a ground target such as a major population center, critical infrastructure, or a critical national security asset. Additionally, there is concern that chemical, biological, or radiological agents or devices that could be used in a mass-casualty attack in the United States might be smuggled as international air cargo as discussed in chapter 3.

On August 31, 2016, as part of a shift in U.S. policy toward Cuba, air carriers resumed scheduled commercial flights between the United States and Cuba, a route previously only open to public and private charter carrier operations. Chapter 4 examines (1) the extent to which TSA followed its standard operating procedures when assessing aviation security at Cuban airports in fiscal years 2012 through 2017; (2) the results of TSA's Cuban airport assessments in fiscal years 2012 through 2017; and (3) the results of TSA's air carrier inspections for Cuba in fiscal years 2016—when commercial scheduled air service between the United States and Cuba resumed—and 2017.

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Transportation Issues Appropriations, Partnerships and Infrastructure

Edited by Caleb Franklin

Transportation Issues: Appropriations, Partnerships and Infrastructure is a compilation of government reports dealing with important current issues.

DOT's funding arrangements are unusual compared to those of most other federal agencies, in that most of its funding is mandatory budget authority coming from trust funds, and most of its expenditures take the form of grants to states and local government authorities as explained in chapter 1.

Since the beginning of the 112th Congress, the House and Senate have observed a ban on earmarks, formally known as congressionally directed spending. The ban has led to changes in the way transportation funding decisions are made. Chapter 2 explains what earmarks are and discusses their use in surface transportation finance.

Federal assistance to public transportation is provided primarily through the public transportation program administered by the Department of Transportation's Federal Transit Administration (FTA). The federal public transportation program was authorized from FY2016 through FY2020 as part of the Fixing America's Surface Transportation (FAST) Act (P.L. 114-94). Chapter 3 provides an introduction to the program as authorized by the FAST Act.

The growth in freight transportation demand, along with growing passenger demand, has caused congestion in parts of the transportation system, making freight movements slower and less reliable. federal support of freight infrastructure investment is likely to be of significant congressional concern in the reauthorization of the surface transportation program. The program is currently authorized by the Fixing America's Surface Transportation Act (FAST Act) While the FAST Act concerns many aspects of surface transportation funding and safety policy, the focus of Chapter 4 is on truck freight and that portion of the rail and port industries that transports truck trailers and containers (intermodal freight).

Public-private partnerships (P3s) in transportation are contractual relationships typically between a state or local government, who are the owners of most transportation infrastructure, and a private company. Chapter 5 discusses several possible issues and policy options that Congress may want to consider. These include P3 project evaluation and transparency, asset recycling, incentive grants, a national infrastructure bank, equity investment tax credits, and deregulation of Interstate highway tolling. It also discusses changes to the existing TIFIA and PABs programs.

Chapter 6 examines the special challenges of maintaining rural roads and presents data on their use and condition. It also looks at federal spending on rural roads and discusses relevant policy issues for Congress.

Chapter 7 begins by discussing FHWA assistance for the repair and reconstruction of highways and bridges damaged by disasters (such as the 2017 Hurricanes Harvey, Irma, and Maria) or catastrophic failures (such as the collapse of the Skagit River Bridge in Washington State in 2013). This is followed by a discussion of FTA's assistance program, established in 2012, which has provided assistance to public transportation systems on two occasions, once after Hurricane Sandy in 2012 and again after the 2017 hurricanes.

The President's "Buy American and Hire American" initiative includes an executive memorandum requiring the Secretary of Commerce to develop a plan for new pipelines in the United States to be made from domestically produced iron and steel, and a separate executive order directing agencies to strictly adhere to Buy America laws. Buy America refers to several similar statutes and regulations that apply to federal funds used to support projects involving highways, public transportation, aviation, and intercity passenger rail, including Amtrak. Chapter 8 examines the effects of Buy America on these industries.

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