

Bringing service to life



# Delivering Transportation for Tomorrow



Abilities you can  
see  
From people you can  
trust  
For outcomes that  
matter

# Early Clarion Call

**“My aim is this: we will be able to drive out of any county seat in the United States at 35 miles per hour and drive into any other county seat – and never crack a spring.”**

*Thomas Harris McDonald, Head of Bureau of Public Roads, 1924*

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# Getting Started...

*Early 1950s*

**Need for interstate system clearly recognized  
– debate was over how to do it. Military  
motivation grew to include city evacuation in  
case of nuclear attack**

**1953**

**Thomas McDonald dismissed as head of BPR  
Believed needs were regional, not national**

**1954**

**Eisenhower set the end-game in motion “[The  
nation needs] a grand plan for a properly  
articulated system that solves the problems of  
speedy, safe, transcontinental travel –  
intercity communication – access highways –  
and farm-to-farm movement – metropolitan  
area congestion – bottlenecks – and parking.”**

*Richard Nixon, April 1954, giving a speech to NGA in place of Eisenhower*

**serco**

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# The Motivation

***“Together, the united 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.”***

*President Dwight D. Eisenhower, February 22, 1955*

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# Federal Aid Highway Act (June 29, 1956)



- Established National System for Interstate and Defense Highways
- \$25 billion over 12 years
- Raised gas tax from 2 to 3 cents
- Established dedicated highway trust fund
- 90% federal funding
- Complete by 1972
- Built by states
- Built to high standards and 1972 traffic projections

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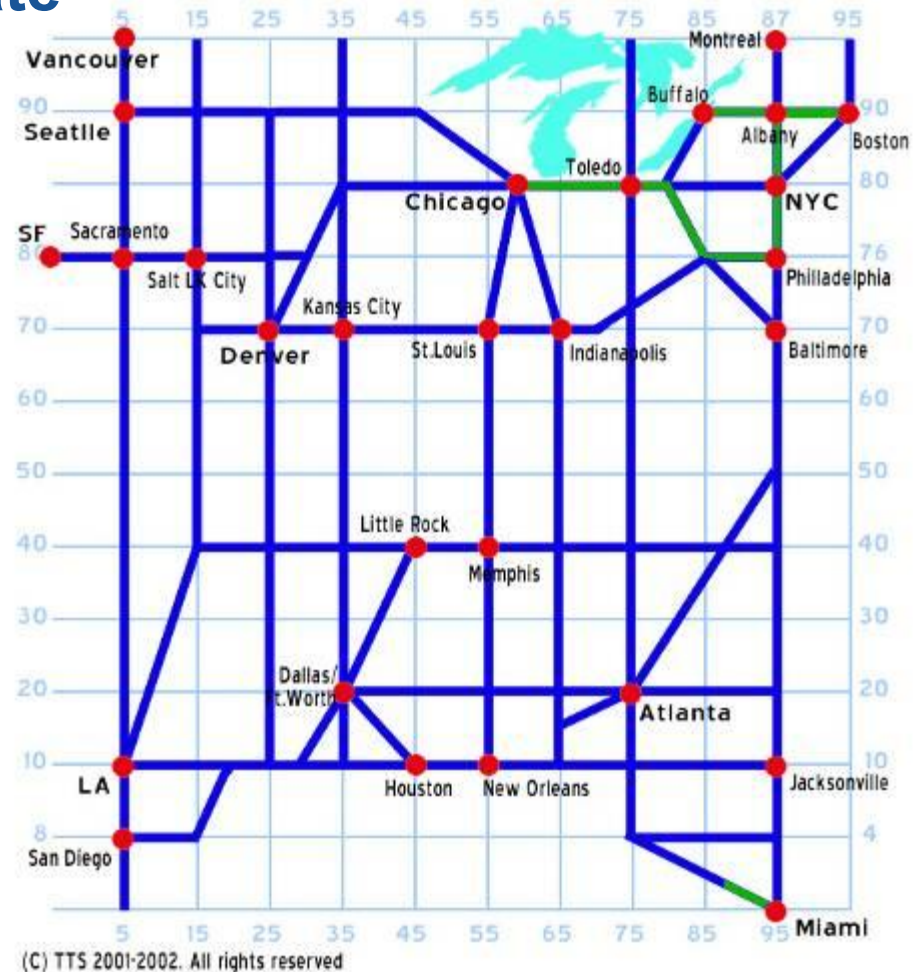
# The Scope

40,000+ miles  
Every state

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# Execution



- Took longer – about 40 years, though most done in 25-30 years
- Cost more – gas taxes went up
- Got “wider” in many places
- Highway Trust Fund – began also supporting transit in 1973
- Environmental/Urban Planning changes
- BPR became FHWA
- But – Underlying system, financing and governance structure did not change

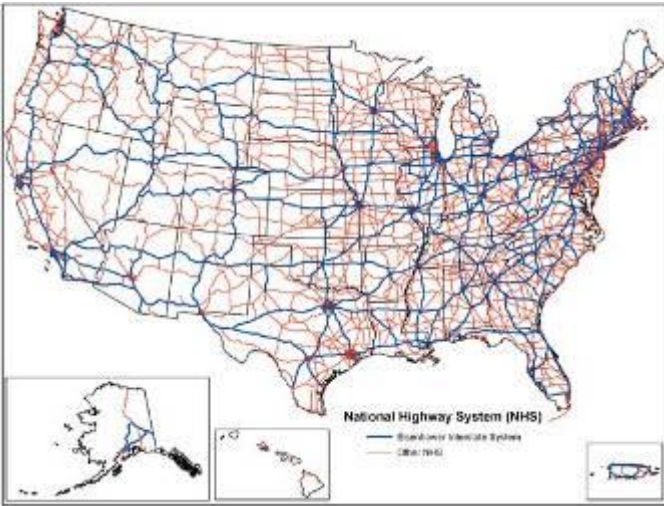
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# Results



- **Connected America – between and within cities**
- **Staggering economic benefits**
- **Supported America’s Homeland Defense Capabilities**
- **Mobilized America**
- **Created and aided sprawl?**

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# Congressional Testimony



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# Societal Generations

**Silent Generation: 1925 to 1943**

**Baby Boomers: 1943 to 1961**

**Generation X: 1961 to 1981**

**Generation Y: 1982 to 2001**

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# Change the World

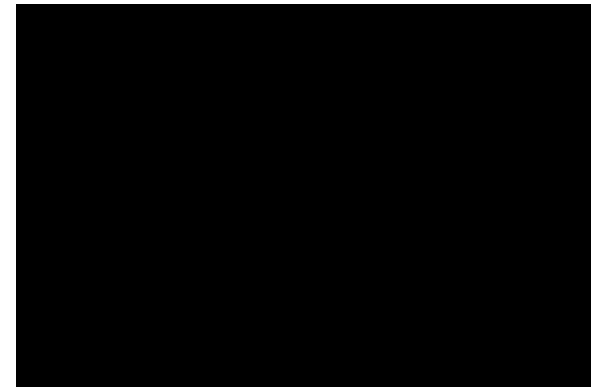
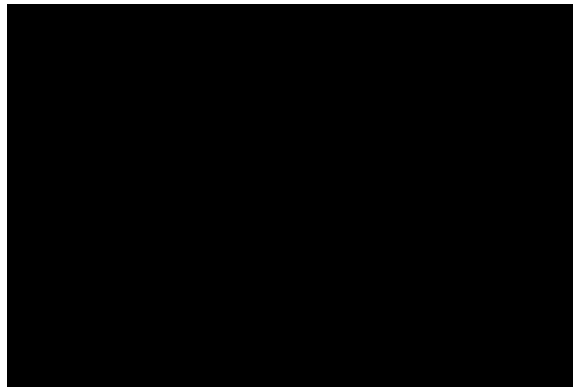


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# Embrace the Future



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