FINANCING AMERICA’S ROADS: THE PAST IS PROLOGUE

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The views in this article are those of the authors and do not reflect the official policy or position of the Department of Defense or the U.S. Government.

ABSTRACT

This article provides a historical perspective of American roadway financing. It explores revenue collection and expenditures at the federal, state, and local governmental levels. Accounting practices of the Highway Trust Fund are discussed including the enactment of the Truth in Budgeting Act to shift revenue collection closer to a direct-user tax. Factors affecting roadway tax revenues are identified and the impact of increasing taxes is discussed. Four key considerations which will continue to shape roadway revenue collection are identified.

INTRODUCTION

The methods by which direct users finance American roadways continue to evolve. This discussion begins with a historical perspective of American roadway financing. It then explores revenue collection and expenditures at the federal, state, and local governmental levels. Accounting practices of the Highway Trust Fund are discussed including the enactment of the Truth in Budgeting Act to shift revenue collection closer to a direct-user tax. Factors affecting roadway tax revenues are identified and the impact of increasing taxes is discussed. Finally, the paper concludes by offering four key considerations which will continue to shape roadway revenue collection and expenditures in the future.

HISTORICAL PERSPECTIVE OF ROADWAY DEVELOPMENT

The federal government entered highway construction in 1806 with the authorization of the 824 mile National Pike (also known as the Cumberland Road) from Cumberland, Maryland to Columbus, Ohio as a means of encouraging westward expansion (Weingroff 2004). This began the initial development of a public road system which now exceeds 3.9 million miles (see Table 1). Historically, the development of the national roadway system has benefitted from financial participation of federal, state, and local governments and through taxes levied upon users. The total cost of the original National Pike project, including
USING ACTIVE LEARNING TO ENHANCE SUPPLY CHAIN KNOWLEDGE

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ABSTRACT

The constantly evolving logistics discipline confronts practitioners with the challenge of keeping pace with the many advancements in the field. The authors examine ways in which logistics trainers may be able to improve their ability to effectively convey knowledge to logistics practitioners by supplementing the traditional lecture-based approaches with active learning exercises. The results of a recently conducted survey detailing current usage levels and approaches of active learning exercises, specifically simulations, by logistics educators is then presented. The paper also summarizes comments from individual simulation participants after they have completed a training experience designed to immerse them in a real world supply chain scenario. The article concludes by providing suggestions and managerial implications.

INTRODUCTION

The Internet revolution has helped to create many new business opportunities and challenges for logistics practitioners. Past research (Murphy and Poist, 1994, Fawcett, 1992) has found that the skills required of most logistics and supply chain practitioners are evolving rapidly as technology brings about constant change in the marketplace. As the tools necessary to practice effective logistics operations rapidly evolve and supply chain issues play an increasingly strategic role in business success, the importance of effective training and professional develop-
THE IMPORTANCE OF 
LOGISTICS CAPABILITY 
IN THE E-COMMERCE MARKET

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ABSTRACT

This research is focused on the importance of logistics capability and its effect on firm performance in the e-commerce market. Technology-based net companies are known to have poor business network and infrastructure compared to resource-based traditional non-net based companies. A multiple-item logistics capability measurement scale is used to measure logistics capability of the firm. Firm performance is also measured by multiple items. The results indicate that logistics capability has a positive relationship with firm performance and this relationship is stronger for net based firms than for non-net based firms. Logistics capability is perceived as the firm’s critical capability in providing a competitive advantage in both traditional and e-commerce market environments.

INTRODUCTION

The study of firm performance is grounded in several disciplines including economics, sociology, and organizational behavior. Many researchers have attempted to explain why certain firms perform better than others do by linking various elements of the organization with performance measures. These studies include linking performance with strategy, structure, environment, organizational learning, market orientation, resources, and capability.

One of these areas, logistics capability, has been widely studied, and measurement scales have been developed to link to competitive advantage.
REGULATORY PERSPECTIVES
OF THE AIR EXPRESS INDUSTRY

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ABSTRACT

In its early days, the international air express industry was synonymous with on-board couriers, carrying bags of documents on commercial flights. The industry has changed dramatically. That initial focus on documents has widened into the transport of packages and freight, carried by fleets of fully owned or dedicated aircraft, trucks, trains and delivery vans. The bulk of the business is dominated by 24-hour guaranteed and next-day deliveries. “Every day, hundreds of thousands of employees serve the distribution needs of an increasing number of businesses worldwide from one region to another” (European Express Association, 2002). The express companies are also making use of state-of-the-art information technology systems to provide minute-by-minute control and track and trace information. All the resources in the industry are dedicated to providing customers maximum reliability and flexibility of service.

In this article, detailed information on major regulatory barriers in the air express industry are presented. Furthermore, recommendations on how to minimize the impact of these barriers in order to build a better future (with reference to operational efficiency, cost effectiveness and wider coverage of services to the final customers) are also discussed.

MAJOR REGULATORY CHALLENGES

Due to its presence in more than 200 countries around the world, the air express industry is tightly influenced by local regulatory environments. Government policies, practices and regulations always affect the ability of air express companies to operate efficiently and can reduce the potential economic benefits associated with air express services. The following are the major regulatory challenges:

1) Customs clearance
2) Air traffic rights
3) Labor law
4) Company ownership
5) Local postal regulation
6) Ground transportation

These barriers will be discussed in light of the researchers’ definition of regulatory problems...

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ABSTRACT

The first issue of the Journal of Transportation Management (JTM) was published in the Fall of 1989. This new publication was to provide an outlet for research and writing of a practical nature, of direct benefit to logistics and transportation managers and their firms. Since that first issue, the Journal has weathered three sets of editorial staff that have collectively produced sixteen full or partial volumes. This article provides some of the history of the JTM and an analysis of some of the characteristics of its contributors during the tenure of its third and current editor, Jerry Wilson.

INTRODUCTION

The publication of this issue of the Journal of Transportation Management (JTM) is especially significant. The JTM, which is published by Delta Nu Alpha Transportation Fraternity and Georgia Southern University, turns seventeen with this issue. The Journal has experienced a resurgence in interest from potential authors as well as from subscribers in recent years. It seems particularly fitting at this time to reflect on how far the publication has come since its inception and to examine its future.

Summary articles such as this have been written for many journals. For example, similar pieces can be found in the Journal of Marketing Education (JME) (Clarke and Hanna, 1986), the Journal of Purchasing and Materials Management (JPMM) (Williams and Oumlil, 1987), the Journal of Personal Selling and Sales Management (JPSSM) (Swan, Powers, and Sobczak, 1991), The Journal of Advertising (JA) (Muncy, 1991), the Journal of the Academy of Marketing Science (JAMS) (Malhotra, 1996), the Journal of Business and Entrepreneurship (JBE) (Hyman and Steiner, 1997), the Journal of Business Strategies (JBS) (Mehta, Maniam, and Leipnik, 1999), and the Journal of Marketing Theory and Practice (JMTP) (Randall, Miles, and Randall, 1999).