



## Transportation Infrastructure

### Support Timely Reauthorization of Ongoing Infrastructure Programs that will Increase Investment and Make Sound Policy Changes to Meet America's National Transportation Needs

#### Background:

America's surface transportation system is an integral component of our national and international economic competitiveness as well as our quality of life. However, the system has aged and is crumbling and crowded. The U.S. population is growing and demands on the system will increase. On September 30, 2011 SAFETEA-LU, the current surface transportation authorization legislation, expired. This provides Congress and the Administration the opportunity to chart a new course for the nation by providing a surface transportation system that will propel our nation forward.

#### AGC Message:

**Congress Should Quickly Pass Multiyear Surface Transportation Authorization Legislation.** Failure to pass vital legislation that increases investment and reforms how the program operates will undermine the ability of state DOTs to implement their long term transportation programs making it impossible to plan, design and construct major capital projects. Without additional revenue, state and national transportation shortfalls cannot be addressed. Authorization presents an opportunity to reform the national transportation program ensuring that highway users receive the best return on their investment.

**Failure to Act Will Have Significant Consequences:** Without new Highway Trust Fund revenue highway and transit funding will be reduced by more than 30 percent from current levels. Every state and Congressional district will be impacted, receiving significantly reduced funding that will severely undermine the nation's long term economic health.

**AGC Recommendations:** Further investment in transportation infrastructure will help the nation achieve economic growth and job creation while restoring America's exceptional promise. It is imperative that our country invest in our infrastructure to grow the economy. Elimination of unnecessary programs and requirements should be a key component of reauthorization. However, this alone will not provide the resources needed to support a targeted, cohesive national transportation policy. AGC recommends the following reforms:

- Revenue Must be Increased Including Establishment of New and Improved Revenue Sources
- Program Should be Reformed to Focus on National Priorities
- Funding Categories Should be Consolidated or Eliminated Allowing States More Flexibility in Making Investment Decisions
- Accelerate Project Delivery by Improving Planning, Design and Construction Process
- Reform Transit New Starts Program