

Policy Resolution PR-1-17

Title: Ensuring Enactment of a Robust and Prudent Infrastructure Package for Transportation

WHEREAS, Article I, Section 8 of the United States Constitution states it is the duty of the federal government to provide support for a national transportation system; and

WHEREAS, historical federal investment in transportation through the development of post roads, canals, railroads, highways, and airways has created jobs and underpinned robust economic growth in all parts of the nation; and

WHEREAS, the FAST Act's authorization of \$305 billion for federal highway, highway safety, transit, and passenger rail programs has provided near-term funding stability and relief to states; and

WHEREAS, the Congressional Budget Office estimates that in order to simply maintain current investment levels for federal highway and public transportation programs in 2021 after expiration of the FAST Act, the Highway Trust Fund would need \$96 billion in additional revenues to support a five-year bill or \$120 billion to support a six-year bill; and

WHEREAS, recurring cash shortfalls to the Highway Trust Fund will once again create uncertainty and lead to disruptions in states delivering their transportation programs, ultimately impacting safety, economic development, and quality of life; and

WHEREAS, President Trump has publicly stated that the United States ranks 12th in the Global Competitive Index in infrastructure and that traffic delays cost the Economy more than \$50 billion annually, and

WHEREAS, the American Society of Civil Engineers identified a \$2 trillion funding gap between 2016 and 2025 for all forms of infrastructure composed of \$1.1 trillion for surface transportation, \$42 billion for airports, \$15 billion for inland waterways and marine ports, and \$29 billion for rail; now, therefore, be it

RESOLVED, that as a cornerstone of his Administration's policy agenda, President Trump honors his commitment to shepherd and enact a major infrastructure package this year; and be it further

RESOLVED, that at a minimum, the infrastructure package addresses the funding shortfall in the Highway Trust Fund with a long-term and sustainable revenue solution, and be it further

RESOLVED, that the infrastructure package focuses its budgetary support on transportation infrastructure given the essential nature of federal funding and oversight compared to other asset classes; and be it further

RESOLVED, that while opportunities exist to expand private participation in the provision of infrastructure, recognize that most transportation projects do not generate a revenue stream and therefore requires federal support in the form of direct funding rather than financing incentives that encourage borrowing or utilizing private capital; and be it further

RESOLVED, that wherever possible, traditional federal authorities be assigned to states to expedite and streamline project delivery without sacrificing fundamental principles associated with current federal requirements; and be it further

RESOLVED, that priority be given to transportation investments that secures our nation's economic future for the long-term through multi-decade improvements in productivity and quality of life, instead of "shovel-ready" projects which are best suited for a recessionary economic environment; and be it further

RESOLVED, that the existing federal program structure—including highways, transit, and rail— be utilized since it would enable investments to flow to every area of the country.