

PROPOSALS TO REFORM AMERICA'S TRANSPORTATION INFRASTRUCTURE

U.S. Congressman Kevin Brady
Ways & Means Committee ★ Joint Economic Committee

I. NATIONAL MOBILITY SUMMIT

Invite the best and brightest state, local and national transportation experts to gather in 2010 to establish a 21st century mobility vision for America that integrates all modes of transportation for people and freight – highways, rail, aviation, barge, mass transit, and ports. Deliver the strategy, recommendations and measurable goals to Congress and the White House by October 1, 2010.



II. FORCE CONGRESS TO ACT: Sunset the Highway Trust Fund

The Highway Trust Fund is broken and is a symptom of the larger challenge: America's infrastructure investments are falling far short of our nation's mobility needs. Sunset the federal Highway Trust Fund on December 31, 2011, forcing Congress and the White House to develop reliable and adequate financing to fund America's new integrated transportation system. Examine traditional means and explore innovative ways to finance these major investments – including allowing states to reclaim portions of their federal fuel taxes to fund local and state investments, creating an Infrastructure Tax Credit and expanding the use of private activity bonds to attract more private capital into rail and barge capacity, port improvements and local mobility projects.



III. HIGHWAY TAXES SPENT ON HIGHWAYS

Experts estimate that as much as one-third of our federal highway fuel taxes are spent on non-transportation, non-transit projects; this included snowmobile trails and day care centers in the last highway re-authorization bill. Congress should establish a goal that at least 95% of federal fuel taxes are spent on highway, bridge, transit, research and smart technologies that directly improve mobility. Non-transportation programs with merit should be funded out of general revenues, not fuel taxes.



IV. ACCELERATING PROJECTS; SAVING MONEY

Congress and the White House should accelerate mobility projects and make more efficient use of federal transportation dollars by streamlining the burdensome regulatory and permitting process. Provide state and local entities more flexibility and responsibility for designing, permitting and constructing projects.

