



# Federal Transportation Funding Reauthorization Core Platform

**Federal transportation policy and funding programs must emphasize the link between the transportation system and our nation's economic productivity, international competitiveness, and quality of life**

- Develop proactive transportation policies that support states with major international border crossings and trade corridors. The efficient movement of goods is critical to improving national, state, regional, and local economies. Focus should also include transit corridors (intermodal facilities, airports, bridges, tunnels) that will increase opportunities for international trade by reducing transit time.
- Develop a dedicated revenue stream apart from existing revenue streams to meet current and future goods movement needs. Failure to do this will impact the national economy and all states and localities around the country.
- Policies must emphasize rebuilding aging infrastructure, while supporting a balanced, sustainable system that contributes to the quality of life. Enhancements projects and context sensitive solutions are examples of activities that contribute to achieving this balance.
- The Federal Transit Administration New and Small Starts Programs should be more accessible to urban areas with no or minimal rail and BRT systems.
- The safe movement of people and goods should be a priority.
- Regulations should be balanced with the nation's needs for improved economic productivity, international competitiveness, and quality of life.
- Climate change should be an important consideration in the development of transportation policies. At the same time, climate change must be addressed separately on the national agenda. Federal legislation must be structured to ensure that all sectors contribute to reducing greenhouse gases in proportion to what they contribute to the problem. This is a major policy matter that must be decided in laws established by Congress, not in regulations established by the USEPA.
- The project delivery process should be reformed to retain all current environmental safeguards, but significantly shorten the time it takes to complete reviews and obtain permits.



## **The significant leadership role of local elected officials in the regional transportation planning process should be maintained and enhanced**

- Work with local elected officials to establish proactive transportation policies that efficiently move goods and people in order to improve national, state, regional and local economies.
- Maintain the central role of metropolitan planning organizations.
- Support efforts to manage and operate the transportation system as a single network regardless of jurisdiction to reduce inefficiencies, and operational barriers.
- Support efforts which promote asset management to maximize the useful life of our infrastructure investments.
- Achieve clean air standards through locally developed strategies tailored to be most cost-effective.
- Preserve the framework in the Clean Air Act that holds state and local governments accountable for determining how to comply with standards. The increasing tendency to impose multi-state air pollution control programs must be reversed.

## **There must be adequate funding for the nation's roads, bridges, and public transportation systems. Sufficient funding will upgrade and maintain the nation's transportation system which at the same time would provide much needed jobs.**

- The new transportation legislation should provide for a full six years of funding from the date that the bill is signed into law.
- Michigan's return on federal highway transportation and transit dollars must continue to increase over the life of the reauthorization.
- Proposed legislation must ensure that public funds are spent efficiently and effectively at the federal, state and local levels.
- Funding through earmarks must be minimized. If earmarks are to be used, they should be better coordinated between members of congress, the metropolitan planning organization, and the State to ensure that earmark funding is designated for projects that will be built and are designated as a priority.
- Private investment in transportation infrastructure should be encouraged through support of public-private partnerships.
- Transportation funding must be flexible to ensure that state, regional, and local priorities are addressed.
- To remain economically competitive, Congress should implement a program that increases federal funds in the short-term, while concurrently transitioning to new revenue tied to sources that are predictable, diversified and mode-neutral.
- We urge the adoption of the concept of a "transportation account" that collapses surface transportation related funding into fewer funding streams to allow for the most flexible transportation solutions possible.
- Transportation taxes, revenues, and other user fees should be reinvested in transportation infrastructure and services.
- Costs of non-transportation objectives should not be imposed on the transportation system, and federal transportation infrastructure funds should not be conditionally linked to the enforcement of non-transportation infrastructure mandates.
- Transportation trust funds should be maintained as separate and distinct accounts for budgetary purposes and budgetary firewalls should be maintained.
- Transportation trust funds should maintain adequate balances to protect against insolvency but should not maintain uncommitted surpluses.