



U.S. CHAMBER OF COMMERCE

What Should Be Included in an Infrastructure Package

President Donald Trump has announced his desire to enact an infrastructure investment package, and many in Congress, including leadership, have expressed a willingness to advance such legislation. The Chamber and the ATM Coalition believe this is a once in a generation opportunity to modernize America's infrastructure, and that this effort is critical to future economic success. As this process moves forward, the Chamber believes any package should include the following principles:

Legislation should focus on actual infrastructure projects whose completion can create greater potential for long-term economic growth.

- Infrastructure includes transportation (roads, bridges, transit systems, aviation, rail, ports and waterways), energy infrastructure, water and wastewater infrastructure, and broadband. Initiatives outside of these core areas should not be included in the package.
- The package should not be a "stimulus" bill. Projects should be selected and funded based on the potential to support long-term economic growth, not the speed at which they can be completed.

Legislation should employ a variety of funding mechanisms tailored to the various infrastructure project lines and, where possible, utilize existing federal programs.

- Funding should come in the form of direct federal funding, revolving loan programs, direct federal loan programs, tax-preferred financing, and public-private partnerships.
- Any legislation must ensure the long-term solvency of the Highway Trust Fund (HTF).
- While new federal programs may be necessary to reflect the breadth of infrastructure projects envisioned, where possible, existing programs should be utilized and reformed as necessary.
- A discretionary grant program should be created to fund mega-projects, fund projects without existing federal funding source, stimulate competition, and maximize leveraging state, local, and private-sector funds.

Additional financing and funding should be accompanied by reforms that increase accountability, maximize and expedite the use of scarce federal resources, and accommodate future needs.

- Accountability, best practices, and performance requirements are needed to ensure projects are selected to maximize economic competitiveness and that our national transportation system remains cohesive and efficient.
- By expediting permitting, modernizing procurement practices, promoting innovation, and committing to project analysis that focuses on long-term risk management, the federal government can extract greater value out of limited funds and support the delivery of higher quality, longer lasting infrastructure.
- Rebuilding the nation's transportation infrastructure should include embedding new technologies that can leverage the impact of advances such as autonomous vehicles.