



THE UNITED STATES CONFERENCE OF MAYORS NATIONAL AGENDA ON TRANSPORTATION INFRASTRUCTURE

President Eisenhower laid the groundwork for our 20th century national highway/interstate system. President Obama will build the new 21st Century transportation system that will employ millions putting people back to work, and one that is consistent with our national priority to provide energy independence, curb carbon emissions, and re-populate cities through alternative forms of transportation.

The nation's future economic growth and security are inextricably linked to our cities and their metro areas. If U.S. metros were treated as nations, our metro economies would comprise 40 of the world's top 100 economies (e.g., New York's economy ranks 12th and is larger than India). In today's world it is the metro economies that drive our national economy and, with all due respect, not the states of the Union. Economic activity ignores political and governmental boundaries. In many instances, our metro economies cover multiple states. The top ten metro areas exceed the combined economic output of 37 states, and 83 metro areas exceed the economic output of at least one state.

Mayors urge President Obama to redeploy existing resources and commit new resources to accelerate improvements to the nation's transportation infrastructure through these actions:

MainStreet Stimulus

- Create Main Street jobs and infrastructure plan that supports the nation's cities and their metro economic engines by providing additional resources to increase both transit and street/highway investment; however, any highway funds should be distributed within states following existing law commitments to local areas under the Surface Transportation Program (STP).

Surface Transportation Investments

- Allocate federal surface transportation funds based on its economic output and empower mayors to determine investments in their metro areas, redirecting a substantial share of funding now allocated to state highway departments.
- Develop a new national policy to make increased federal funding commitments to critical transportation infrastructure in cities and their metropolitan areas.
- Reform the surface transportation law (e.g., change the "product line", make smarter use of available resources, fix what we have built already, and put local officials in charge of investment decisions in metro areas).
- Make the next surface transportation law climate and energy centered through changes that focus resources on expanding transit capacities and other travel options to help curb oil use in the transportation sector.
- Ensure that the next surface transportation law applies the same rules for all new capacity investments.

Rail Investments

- Adopt a National Rail Investment Plan that invests in connections between and within cities and metro areas (e.g., world class high speed service, improved long-distance service, and more frequent commuter rail).

Aviation Investments

- Raise the maximum Passenger Facility Charge cap to \$7.50 per flight, and index this increase to inflation and authorize at least \$3.8 billion in Airport Improvement Program funding, with an increase of \$100 million each year thereafter.
- Ensure that the next surface transportation law and the new FAA law increase flexibility and streamline planning processes to encourage a more system wide intermodal approach to transportation planning and development in order to deliver more integrated air and rail networks, whereby many short-range flights are replaced by rail.
- Reduce the aviation industry's dependence on oil and reduce carbon emissions per passenger mile (air .48kg, car .35kg, rail .21kg) by providing resources to finance research and development of alternative fuels and engines.