

**NLC RESOLUTION #2012-26****URGING THE FEDERAL GOVERNMENT TO CREATE AN ADEQUATELY FUNDED  
COMPREHENSIVE NATIONAL SURFACE TRANSPORTATION PLAN**

**WHEREAS**, America's national transportation network faces challenges of congestion, energy supply and costs, environmental impacts, and sprawl that threaten the economic, social and environmental future of the nation and our local economies; and

**WHEREAS**, the U.S. infrastructure has lost its place as first in the world in economic competitiveness and our lack of investment in maintaining, repairing and rebuilding our aging national transportation infrastructure system continues to impact our economy, national security, and cities and towns which are the economic engine of our nation; and

**WHEREAS**, a seamless and nationally connected multimodal transportation network is essential for the efficient movement of goods and people; and

**WHEREAS**, discussion of new surface transportation legislation must enhance the local role in programmatic funding for transit, road and bridge projects and modernize the funding distribution and decision-making process to acknowledge the role of metropolitan areas in growing our economy and creating new jobs; and

**WHEREAS**, the largest share in the growth of transportation investment has come from state and local sources according to the Congressional Budget Office and citizens are choosing to tax themselves to support new transit and road initiatives as evidenced by the passage of 77 percent of transportation ballot initiatives adopted in 2010 in difficult financial times and (according to the Center for Transportation Excellence);

**WHEREAS**, credit assistance such as the Transportation Infrastructure Finance and Innovation Act (TIFIA) and other federal tax incentives are effective transportation finance tools to help local governments leverage revenues and attract private capital; and

**WHEREAS**, the lack of uniformity among agencies in the environmental and other regulatory review and approval process continues to add needless delays and expense to transportation projects; and

**WHEREAS**, transportation is a major consumer of energy, mostly in the form of fossil fuels and its share of energy consumption continues to increase with motor vehicles accounting for 1/3 of world oil consumption and 2/3 of US oil consumption, and we must accomplish the difficult task of expanding the transportation network's capacity to serve a growing population and an expanding economy while simultaneously reducing the carbon footprint of the system; and,

**WHEREAS**, many communities are seeking more sustainable policies that help communities integrate social, economic and environmental systems and, incorporate best practices in transportation planning, land use, environmental investigation, energy conservation and impacts of alternative fuels; and

**WHEREAS**, according to numerous reports, the nation's transportation system is in crisis and a new transportation plan with funding must be completed in a timely manner to spur our economic recovery, create jobs and enhance mobility.

**NOW, THEREFORE, BE IT RESOLVED** that the National League of Cities (NLC) supports pursuing a comprehensive multimodal national transportation program that recognizes the central role that transportation plays in local economies and provides full funding for infrastructure initiatives that promote long term outcomes, protects the environment, creates jobs and helps the economy grow; and,

**BE IT FURTHER RESOLVED** that Congress and the Administration should take immediate action to ensure the sustainability of both the highway and mass transit accounts within the federal Highway Trust Fund; and

**BE IT FURTHER RESOLVED** that NLC pledges to promote partnership between the federal, state and local governments to provide improved multimodal transportation in the 21st Century; and

**BE IT FURTHER RESOLVED** that NLC strongly urges Congress and the Administration to support a comprehensive national transportation plan that would:

- Include a strong federal role that would call on the knowledge and expertise of, and collaboration with, state and local governments in policy-making.
- Include principles of sustainability, innovative technology, regional decision making, and performance measures.
- Invest in outcome-oriented solutions rather than mode-designated grants.
- Integrate the highway, rail, air, and port freight systems of the North American trade bloc to enable the U.S. to remain a competitive economy and to connect between urban and rural communities to the global economy.
- Recognize the vital role of a funded rail infrastructure system that promotes enhanced freight mobility and provides additional options for intercity travel.
- Recognize the connection between transportation and land use planning, housing, energy, the economy and the environment.
- Improve the quality of life for all citizens through a dramatic increase in safety, managed and/or reduced travel time, energy independence, and affordable transportation.
- Collaboratively establish national performance goals, intergovernmental roles and responsibilities, and accountability mechanisms to achieve the goals.
- Streamline regulatory review processes including incentives for innovative project implementation.
- Create and expand revenue-generating mechanisms that are developed collaboratively by federal, state, and local governments, reflect the true cost to the infrastructure of every mode of transportation, and recognize the need for new methods of revenue generation.