

America losing ground

INVESTMENT IN TRANSPORTATION INFRASTRUCTURE PROVIDES JOBS AND POWERS COMMERCE TO ENSURE OUR GLOBAL COMPETITIVENESS



With continued federal investment, transportation will lead the nation to economic growth by strengthening our trade corridors, providing good-paying jobs, improving productivity through congestion reduction and protecting our environment.



Congestion continues to increase, America is falling behind in global competitiveness and the region continues to have poor air quality and does not meet federal air quality requirements. With an expected population increase in the Southern California region of six million over the next decade accompanied by a projected increase in the vehicle miles traveled from the current 22 million miles to 48 million miles annually, a strong federal partnership to invest in our decaying transportation systems is critical.

Federal investment leverages state and local funds, enabling an even greater return on investment — infrastructure creates jobs immediately, delivers projects that help us move goods to market more cost-effectively, provides mobility options and reduces congestion.

Create national freight movement policy to stay competitive globally

The current Administration has made it a priority to double our exports by 2014. Without sufficient investment in the infrastructure that supports goods movement, this kind of aggressive growth is not possible. There currently is an enormous policy vacuum in dealing with congestion, air quality and safety impacts on Southern California and other regions with busy sea ports and land ports of entry with Mexico. Federal assistance is crucial in mitigating the disproportionate costs shouldered locally and regionally for goods movement infrastructure as well as associated environmental and community impacts.

Mobility 21 strongly urges Congress to develop a national goods movement program that:

- Grows the national economy by protecting the nearly 3.4 million American jobs related to Southern California goods movement
- Dramatically reduces the more than 5,000 annual premature deaths in Southern California due to the effects of particulate matter and ozone pollution, much of which is generated by the goods movement industry
- Treats the nation's multimodal national goods movement network as a system rather than individual projects
- Concentrates investments in corridors and hubs with a high magnitude of goods movement activity
- Reduces congestion and mitigates the local impacts of international trade

Protect CMAQ program to improve congestion and environment

Protect funding for the Congestion Mitigation Air Quality (CMAQ) program that enables heavily congested areas to address air quality and reduce the transportation sector's impacts on the natural environment.

The next surface transportation authorization bill must include policies and funding to improve mobility and reduce congestion while cutting non-attainment pollutants, toxic diesel exhaust and greenhouse gases that pose a threat to the quality of life for the nearly 10 percent of Americans who call Southern California home.

- The CMAQ program must be concentrated on the areas with the greatest challenges to attain air quality standards
- Federal transportation funds should be expanded and prioritized for expenditures that provide substantial support in meeting regional mobility and air quality objectives and achieving federal air quality attainment deadlines



Country	Percent of GDP invested in infrastructure
China	9%
India	7.5%
Western Europe	5%
United States	2.4%
Mexico	2.3%
Brazil	2%

MORE INFORMATION
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Invest in New / Small Starts to meet livability and sustainability goals

New Starts and Small Starts have helped expand Southern California's rail and bus rapid transit network. These projects provide safe, reliable and economical transportation choices that decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

Specifically, the following New Starts reforms should be enacted:

- Change the current risk assessment methodology
- Streamline the internal U.S. Department of Transportation (DOT) process in the evaluation and oversight of projects
- Establish a bilateral commitment to time frames
- Reduce the amount of time from record of decision to construction



The cost of under-investing

Federal investment in transportation helps us reach mobility and sustainability goals, creates jobs, improves air quality and reduces congestion.

According to the American Road & Transportation Builders Association (ARTBA), there is a \$400 billion gap between the current level of federal investment and the amount needed to maintain and improve our nation's infrastructure.

Consider these statistics from ARTBA's 2010 U.S. Transportation Construction Industry Profile and the Texas Transportation Institute's 2010 Urban Mobility Report illustrating the impact the current level of federal investment in transportation has on Americans:

LOSS IN PRODUCTIVITY **4.8 billion hours**

Amount of time Americans waste each year stuck in traffic

TRANSIT IN DISREPAIR **25 percent**

Percent of buses and rail assets that are in marginal or poor condition

BRIDGES ARE CRUMBLING **25 percent**

Percent of bridges in the United States that are structurally deficient and in need of repair

IMPACT TO NON-TRANSPORTATION JOBS **78.6 million**

Number of American jobs in tourism, manufacturing, transportation and warehousing, agriculture and forestry, general construction, mining, retailing and wholesaling that depend on the transportation construction industry



On average, each person in the United States wastes 34 hours per year stuck in gridlock traffic.



The aging Gerald Desmond Bridge in Long Beach wears a "diaper" to catch falling debris.



Transportation construction impacts many industries across the nation, including tourism.

“By making these investments across the country, we won't just make our economy run better over the long haul — we'll create good, middle-class jobs right now.”

– President Barack Obama

“States are doing what they can to comply with the burdensome federal project approval process. Congress needs to cut the red tape that holds up the larger, more significant projects that can make a real impact on improving our infrastructure and providing the most long-term jobs for unemployed Americans.”

– House T&I Chairman John Mica