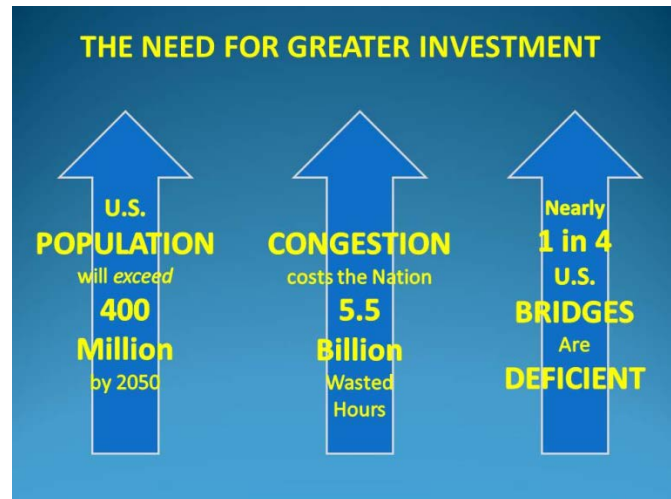


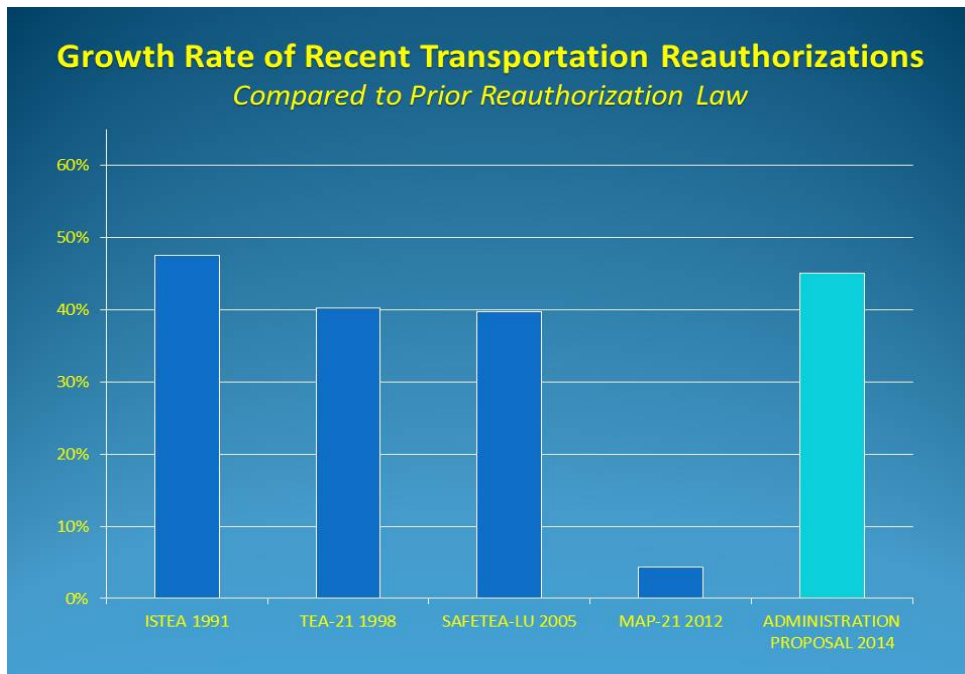
GROW AMERICA Act: Providing Critical Growth for Surface Transportation in America

The **GROW AMERICA Act** will provide critical investment to fix our decaying roads and crumbling bridges. Currently we are not keeping pace with our growing economy, our growing population, and the traveling needs of the public.

- 65 percent of America’s major roads are not in good condition. One in four bridges need significant repair or cannot handle today’s traffic. 45 percent of Americans do not have access to transit.
- By 2020, the Highway Trust Fund’s purchasing power will have dropped by nearly half since 1990, at a time when the country’s population will have increased 30 percent.
- Bringing existing transit assets up to a state of good repair will require an annualized investment level of \$18.5 billion through the year 2030.



The **GROW AMERICA Act** will provide needed investment to keep pace with our growing population and needs. Modern surface transportation reauthorization laws have grown the program by approximately 40 percent compared to the prior law in order to keep pace with the growing needs of



the transportation network. The **GROW AMERICA Act** will provide \$478 billion over six years, an increase of approximately 45 percent over the last transportation reauthorization law.

STATE AND LOCAL GOVERNMENTS NEED CERTAINTY

The certainty of multi-year funding is critical for major State and local projects, and the **GROW AMERICA Act** will provide the commitment to a better quality of life and job growth. Short-term funding undermines the ability of State and local leaders to move forward with sizeable and meaningful projects to improve communities. State and local leaders will only commit to major transportation projects if there is a commitment to long term funds due to the time and cost involved in deploying such projects. Shorter –term bills only encourage States to tackle maintenance projects. While fixing potholes is critical, our economy will fall behind if we do not invest in fixing our major transportation assets and building new projects.

“State DOTs rely on the predictability of federal funding to produce long-range transportation plans and to plan for major projects. Surface transportation reauthorization that only provide funding for one or two years and short-term fixes for the HTF prevent State DOTs from being able to properly plan for transportation projects that span multiple years. These types of projects often have a significant impact on the efficient movement of freight.”

– **Mark Gottlieb, Secretary, Wisconsin DOT,** appearing before the House Transportation and Infrastructure Committee – February 27, 2014

THE U.S. NEEDS INFRASTRUCTURE THAT KEEPS PACE WITH OUR ECONOMY

The GROW AMERICA Act will help grow the economy. If Congress fails to address the current crisis, the economy could lose almost \$1 trillion in business sales, resulting in a loss of 3.5 million jobs annually beginning in 2020, according to the American Society of Civil Engineers. If current trends are not reversed, the cumulative cost to the U.S. economy from 2012–2020 will be more than \$3.1 trillion in GDP and \$1.1 trillion in total trade, according to the American Society of Civil Engineers.

“Governments that fail to maintain and invest sufficiently in new infrastructure undermine their economic bases and potential growth, in our view. It is also our opinion that deferral of capital needs poses credit risk in the long-term, similar to the way increasing pension liabilities become a credit weakness if an entity defers pension contributions or the pension actuarial liability funded status is significantly underfunded.”

– **Standard and Poor’s,** U.S. Public Finance: Short-Term Savings on Infrastructure Spending Could Prove to be Short Sighted, September 2013

A PLAN THAT’S PAID FOR

The GROW AMERICA Act will provide much needed investments without adding a penny to the deficit. As part of transitioning to a reformed business tax system that will encourage firms to create U.S. jobs instead of shifting jobs and profits overseas, the Administration’s proposal would impose a one-time 14 percent transition tax on the up to \$2 trillion of untaxed foreign earnings that U.S. companies have accumulated overseas. Revenue from this proposal – along with projected fuel tax receipts – will pay for the GROW AMERICA Act.