

# Info Alert

**National Conference of State Legislatures  
Office of State-Federal Relations  
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## **President Unveils Details of his Infrastructure Investment Plan**

On Feb. 20, the White House released additional details regarding the president's plan for "Investing in Infrastructure." The plan involves three specific components including additional funding for infrastructure investments, incentives to attract additional private capital, and further reductions in the federal review timeline of infrastructure projects. A copy of the fact sheet released by the White House can be found [here](#).

**Investing in a "Fix-it-First" policy:** The president's plan would provide \$50 billion in frontloaded transportation infrastructure investment, of which \$40 billion would be directed towards reducing the backlog of deferred maintenance on highways, bridges, transit systems, and airports nationwide.

**Attracting Private Investment:** The president's plan is aimed at enhancing the role of private capital in U.S. infrastructure investment as an additive to the traditional roles of federal, state, and local governments. Specifically, the president's plan calls for the creation of a National Infrastructure Bank, that would operate as an independent, wholly government-owned entity that would be able to invest through loans and loan guarantees in a broad range of infrastructure projects, including transportation, energy, and water. The plan also calls for the enactment of the America Fast Forward (AAF) bond program which would be very similar to the Build America Bonds (BABs) program that was started as part of the American Recovery and Reinvestment Act (ARRA). However, the AAF program would also be broadened to include the qualified private activity bonds program as well as relaxing certain previous limitations. The president's plan also calls for the implementation of the expanded [Transportation Infrastructure Finance and Innovation Act](#) (TIFIA) that was included as part of last year's surface transportation reauthorization, MAP-21.

**Cutting red tape:** Finally, the plan aims to reduce federal review and permitting timelines for construction projects by several months to several years through expanded use of integrated planning, landscape and watershed-level mitigation, information technology, and publication of public timelines for permitting and review decisions to improve transparency and predictability.

If you have any questions or would like further information please contact [Ben Husch](#) (202-624-7779) or [Melanie Condon](#) (202-624-3597).