

□ **Largest transportation reform since 1956**

**WASHINGTON, D.C. – U.S. Representative Richard Hanna** (R-New York) this afternoon joined **Transportation & Infrastructure Committee Chairman John Mica** (R-Florida) and other committee members to unveil the American Energy & Infrastructure Jobs Act.

The American Energy & Infrastructure Jobs Act would reform and streamline transportation programs, cut red tape in the project approval process, increase states' flexibility to fund their most critical needs, and encourage private sector participation in financing and building projects.

Last year, Chairman Mica and the committee hosted a listening session in Cortland, N.Y. and Hanna said he's pleased that the input from Cortland, and countless other listening sessions across the nation, had an impact on the bill.

**"My constituents reiterated just how important it is to streamline project delivery and give local leaders more input in the planning process," Hanna said. "We did just that in this bill through a provision I authored, and I am proud that small, rural communities will now have a formal voice and seat at the table as states plan for projects."**

**"After several extensions, I'm pleased to finally see a long-term bill," Hanna said. "I spent 30 years in the construction business, 25 of those years as a member of the Operating Engineers Local 525, and this bill clearly gives states the ability to undertake major improvements. States will be able to plan major projects now that there will be a long-term authorization.□ Gone are the days of short-term shots in the arm to fill a few potholes or slap down some new blacktop. Those jobs lasted a few weeks at best and brought minimal economic returns, but this bill provides much longer-term, economically significant work to Americans who desperately need it."**

**Committee Chairman Mica** expressed his appreciation for Hanna's work on the bill.

**"I thank Congressman Hanna for his input on this bill. It is clear that he is working to get Americans back on the job rebuilding our roads and bridges and developing new sources of American energy," Mica said. "This legislation may be the most important jobs bill to pass Congress this year."**

This legislation will be the largest transportation reform package since the Interstate Highway System was created in 1956. This bill contains no earmarks, as compared to the previous surface transportation law that contained more than 6,300 earmarks.

**"This bill changes the way we do business in Washington, while doubling down on our commitment to invest in the backbone of our nation's economy," Hanna said. "It puts transportation dollars in the hands of our states with fewer strings and regulatory hurdles that waste time and limit our funding. The more money we save through greater efficiencies and a more focused federal role goes to shovels in the ground modernizing roads and bridges."**

The American Energy & Infrastructure Jobs Act is a House initiative to improve our nation's infrastructure, reauthorize our transportation programs for five years, remove barriers to domestic energy production, put Americans back to work, and encourage private sector participation in financing and building projects.

**Hanna is Vice Chairman of the Subcommittee on Highways and Transit. He is the only majority member from New York on the committee.**

**HANNA AMENDMENTS:** Hanna authored two provisions which are included in the base text of the American Energy and Infrastructure Jobs Act:

- **Empowering Regional Planning Organizations:** Hanna's language allows small, rural communities to form regional planning organizations to represent their interests and coordinate with state transportation departments. This provision gives our communities a seat at the table and formal input during the state planning process. Upstate New York faces stiff competition for limited resources, but we deserve a fair share and know our needs best. The Hanna

amendment gives communities Upstate a voice to make sure the projects we need most are given priority.

- Encouraging Private Sector Engineering: Hanna included a provision in the bill to encourage states to utilize, the maximum extent practicable, private sector firms to carry out required engineering and design activities. States should strike the most efficient balance of public sector and private sector workers to carry out these services. Just like a private enterprise, we should encourage state bureaucracies to streamline their processes to minimize overhead and ensure our limited dollars are spent where they will have the most economic benefit to the largest number of people. In many cases, fewer public engineers may mean more money available for shovels in the ground.

**The House Committee on Transportation and Infrastructure will markup the bill on Thursday, February 2, 2012.** In the House, a "mark up" is when a committee debates, amends, and rewrites proposed legislation.