



**For Immediate Release**

**Contact:**  
Julie Hillrichs  
(972) 971-0117  
[jhillrichs@grandecom.net](mailto:jhillrichs@grandecom.net)

## **Transportation Alliance Endorses Mica Surface Transportation Reform Proposal**

WASHINGTON, D.C. (*July X, 2011*) – An unprecedented alliance of state government, finance, academia and private industry leaders today endorsed a six-year proposal to transform the nation’s surface transportation system.

“T2 supports the transformation of American transportation policy, not just a reauthorization of current policies,” said Texas Transportation Commissioner Ned Holmes, chairman of the Transportation Transformation Group (T2). “We believe that House Transportation and Infrastructure Committee Chairman John Mica’s proposal enables states to employ business strategies and innovative finance techniques that help meet the nation’s transportation goals.”

Holmes said the legislation establishes a fiscally responsible surface transportation program that offers more options to transportation providers across the nation. That includes streamlining project approvals, reversing the trend of too many programs, and providing a wider range of financing options that bring additional resources to bear in solving transportation challenges. Finally, the bill focuses on a federal role that is designed to deliver infrastructure rapidly, not one that is consumed by processes.

“We should spend better, not simply spend more,” Holmes said. “We need to move forward from a system that has served our nation well for 50 years but falls short in addressing the challenges of the next 50 years. We need a federal program that frees states, regions and localities to reach solutions through innovations in design, delivery and finance.”

T2 members represent both urban and rural constituencies, and support the need to provide

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transportation investment in both urban and rural areas. The alliance believes that local and regional leaders should be responsible for resolving transportation problems that are local and regional in nature, and should have maximum flexibility to make local and regional decisions.

“If states are given latitude to innovate, then it is possible to adequately sustain rural areas that rely heavily on fuel taxes for their needs,” Holmes said. “For instance, if metropolitan areas can raise and capture user-based revenue, it protects fuel tax supported maintenance and connectivity initiatives in rural regions. Innovative procurement reform has the potential to reduce costs and delivery times.”

Holmes also complimented the process that went into developing the proposal, saying, “Chairman Mica and his committee members went to great lengths to include as many constituencies as possible in the discussion and this bill reflects the strength of that approach. T2 will continue to work with the chairman and members of congress to assure that American transportation will be able to answer the needs of a strengthening economy.”

T2 serves as an umbrella group under which disparate organizations and interests who share a desire for safe and efficient transportation policies can unite. There are 20 founding members of the alliance, including Texas and Florida – two of the nation’s most populous states – as well as Indiana, New Hampshire and Utah, known innovators in transportation planning strategies.

The alliance aspires to advance a national discussion on transportation by helping educate the public on the availability of innovative transportation policies that improve the daily lives of Americans.

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**About T2**

The Transportation Transformation Group (T2) is an unprecedented alliance of state government, finance, academic and private industry leaders who aspire to transform American transportation policy into a goal-based arrangement that maximizes flexibility to enhance the roles of the state and local public sectors and their private partners to solve the growing problems of congestion and mobility. To learn more about T2, visit the alliance’s Web site at [www.trans2group.com](http://www.trans2group.com).