



U.S. Senate Committee on Commerce, Science, and Transportation

The Rockefeller-Lautenberg American Infrastructure Investment Fund Act of 2011

The *American Infrastructure Investment Fund Act of 2011* (AIIF Act) would establish within the Department of Transportation (DOT) a financing mechanism, known as the American Infrastructure Investment Fund, designed to leverage Federal dollars to incentivize private investment in transportation projects of regional or national significance. The Fund would be authorized at \$5 billion for fiscal year (FY) 2012 and FY 2013.

Established in the Office of the Secretary of Transportation and overseen by a Board of Directors and expert advisory committee, the Fund would provide financial assistance to State, regional, and local government and private entities to make improvements to existing transportation systems or to build new projects. Eligible types of projects include rail lines, marine ports, pipelines, airports, highways, bridges, public transportation systems, and other transportation-related projects.

The Fund's objectives would be to invest in transportation projects of regional and national significance that provide measurable improvements to the economic competitiveness of the United States. Through a variety of tools, such as loans and loan guarantees, the Fund would provide financial assistance to eligible projects that would be evaluated in an objective and transparent manner to encourage private, State, regional, and local entities to make capital investments into these critical projects. Leveraging federal funds to attract private capital would allow the Federal government to enable a higher level of investment into major transportation projects beyond what would otherwise be possible with Federal dollars alone.

Although limited to transportation projects, the Fund would be designed in a scalable manner that would allow it to broaden its investment portfolio into other types of infrastructure projects, such as telecommunications, energy, and water projects in the future.

In addition, the AIIF Act would authorize a National Infrastructure Investment Grant program within the DOT. This competitive grant program would provide funds to build new or improve existing transportation infrastructure. The program would be authorized at \$600 million for FY 2012 and FY 2013. Projects that would be eligible for funding under this program include highways and bridges, airport facilities, ports, transit projects, pipelines, freight and passenger rail projects.

Finally, the AIIF Act would provide increased flexibility to States for the types of projects they may fund with their Federal Highway Administration Surface Transportation program funds by adding passenger and freight rail projects, and port infrastructure projects to the list of eligible projects.