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## Advocacy Position Statement

### **Business Practices in Transportation (Programming, Stewardship and Partnerships)**

#### Statement of Purpose

The American Public Works Association (APWA) seeks to inform elected officials, transportation policy-makers and decision-makers at all levels of government and the public at-large of its stated position on Business Practices in Transportation.

#### Statement of Position

Timely implementation of transportation projects and operational strategies ensures the best use of funding. However, programming for implementation is a slow process requiring reviews by various agencies, including internal local agency reviews, MPO reviews, state DOT reviews, and Federal reviews (EPA, FHWA, FTA, etc.). The total time can and must be reduced, and APWA believes the sponsoring agencies should play an active role in speeding up the programming of their projects. APWA supports policy coordination by project proponents with the various reviewers, both internal and external, to promote a cooperative and quick review of their projects to maximize programming efficiency.

#### Background and Rationale

The nation's ability to freely move people and goods is essential to the U.S. economy. APWA encourages maintaining the highest standards of business practices to ensure this mobility. Originally, the Federal-aid program was implemented with city and county agencies through close Federal and State oversight in the concept development, design, and construction of projects. Gradually this oversight has been delegated to state DOTs for projects off the Interstate System. Due to decreasing staff levels at the state and federal levels and increasing sophistication and competence through many years of involvement in the Federal-aid program, many cities and counties are capable of accepting more responsibility; thus relieving the state DOTs of some of the broadening responsibilities for this program. APWA promotes allowing more transfer of the project-by-project responsibilities to the cities and counties through procedural approvals, with State and Federal oversight coming in the form of process reviews.

APWA endorses expanded and continued federal leadership in pursuing technological advances and promoting its role in improving transportation. The federal government should continue to take a leadership role in research, operation and model deployment of Intelligent Transportation Systems. APWA encourages further and expedited deployment of innovative technologies at the local level in rural areas and in urban areas serving local needs. More emphasis should be placed on educating local officials on the use of technology innovation through the Local Technical Assistance Program (LTAP) and the Rural Transit Assistance Program (RTAP).

Sponsor  
Transportation Committee