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Nota di contenuto	Intro -- INFRASTRUCTURE: REBUILDING,REPAIRING AND RESTRUCTURING -- CONTENTS -- PREFACE -- ISSUES AND OPTIONS IN INFRASTRUCTUREINVESTMENT*† -- CURRENT SPENDING ON INFRASTRUCTURE -- POTENTIAL FOR ADDITIONAL INVESTMENT IN INFRASTRUCTURE -- Transportation -- Utilities and Other Types of Infrastructure -- ECONOMIC RETURNS ON PUBLIC SPENDING FOR INFRASTRUCTURE -- OPTIONS FOR MEETING DEMAND FOR INFRASTRUCTURE SERVICES -- Increase Federal Spending -- Improve the Cost-Effectiveness of Tax Expenditures -- Reduce the Cost of Providing Infrastructure -- Promote Reductions in Demand -- FINANCING INFRASTRUCTURE THROUGH ASPECIAL-PURPOSE ENTITY -- Options in Designing a Special-Purpose Entity -- Comparing Special-Purpose Entities and Other Methods for Financing Infrastructure -- Current Proposals -- PUBLIC-PRIVATE PARTNERSHIPS -- CAPITAL BUDGETING -- APPENDIX A:SPENDING OF RESEARCH AND DEVELOPMENT FOR EDUCATION -- APPENDIX B:OVERVIEW OF THE HIGHWAY TRUST FUND -- ENDNOTES -- BUDGETING FOR CAPITAL INVESTMENT,STATEMENT OF RUDOLPH G. PENNER, THE URBANINSTITUTE, WASHINGTON DC, BEFORE THE U.S.HOUSE OF REPRESENTATIVES, COMMITTEEON TRANSPORTATION AND INFRASTRUCTURE(JUNE 10, 2008)*†‡ -- FUEL TAXES, TOLLS, AND

CONGESTION FEES -- CAPITAL BUDGETING -- INFRASTRUCTURE BANKS -- A REVOLVING FUND TO FINANCE AGENCY INVESTMENTS -- PUBLIC-PRIVATE PARTNERSHIPS -- IMPROVING THE EFFICIENCY OF GRANTS AND SUBSIDIES -- CONCLUSIONS -- REDRESSING AMERICA'S PUBLIC INFRASTRUCTURE DEFICIT: TESTIMONY OF BERNARD L. SCHWARTZ BEFORE THE HOUSE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE (JUNE 10, 2008)*† -- 1. MAKE A LARGE DOWN PAYMENT ON OUR INFRASTRUCTURE DEFICIT AS PART OF A NEW ECONOMIC RECOVERY PROGRAM -- 2. ESTABLISH A NATIONAL INFRASTRUCTURE BANK AND SUPPORTING REGULATION -- 3. ESTABLISH A FEDERAL CAPITAL BUDGET.

TESTIMONY OF ALLEN D. BIEHLER TO THE HIGHWAYS AND TRANSIT SUBCOMMITTEE U.S. HOUSE OF REPRESENTATIVES ON TRANSPORTATION AND INFRASTRUCTURE COMMITTEE (JUNE 5, 2008)*† -- PUBLIC TRANSPORTATION -- FUTURE ISSUES -- The Repair Bill is Substantial and is Past Due. -- Governments at all Levels Must Fund their share of the Repair Bill -- States need flexibility in the use of federal-aid to be able to take advantage of asset management approaches that can significantly extend the life of the highways and bridges. -- In the next authorization bill, Congress should authorize a thorough assessment of the Interstate and National Highway System corridors rehabilitation and reconstruction needs. --

TESTIMONY OF EVERETT M. EHRlich BEFORE THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE U.S. HOUSE OF REPRESENTATIVES (JUNE 10, 2008)*† -- THE FAILURE OF THE MODAL PROGRAMS -- TOLLS -- A NATIONAL INFRASTRUCTURE BANK -- CONCLUSION -- REMARKS OF THE HONORABLE ROSA L. DELAUR O TESTIMONY ON NIDA COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE (TUESDAY, JUNE 10, 2008)*† -- TESTIMONY OF MARK FLORIAN BEFORE THE HOUSE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE HEARING ON INVESTMENT IN TRANSPORTATION INFRASTRUCTURE*† -- INTRODUCTION -- THE PROBLEM -- THE SOLUTION -- FUNDING -- FINANCING -- NEXT STEPS: WHAT DO WE DO FROM HERE? -- TESTIMONY OF CONGRESSMAN EARL BLUMENAUER BEFORE THE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE "FINANCING INFRASTRUCTURE INVESTMENTS" (JUNE 10, 2008)*† -- INTRODUCTION -- DECAYING INFRASTRUCTURE -- INCREASING CHALLENGES -- AMERICA HAS MET PAST CHALLENGES -- A NEW VISION FOR INFRASTRUCTURE INVESTMENT -- CONGRESSMAN KEITH ELLISON, STATEMENT BEFORE THE HOUSE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE, HEARING ON FINANCING INFRASTRUCTURE INVESTMENTS (JUNE 10, 2008)*†.

STATEMENT OF THE HONORABLE KEN CALVERT BEFORE THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE HEARING ON "FINANCING INFRASTRUCTURE INVESTMENTS" (JUNE 10, 2008)*† -- TESTIMONY OF STEPHEN E. SCHLICKMAN, EXECUTIVE DIRECTOR FOR THE NORTHEASTERN ILLINOIS REGIONAL TRANSPORTATION AUTHORITY, BEFORE THE SUBCOMMITTEE ON HIGHWAYS, AND TRANSIT OF THE HOUSE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE ON MAINTAINING OUR NATION'S HIGHWAY AND TRANSIT INFRASTRUCTURE (JUNE 5, 2008)*†‡ -- METROPOLITAN TRANSIT AUTHORITY - NEW YORK -- WASHINGTON METRO AREA TRANSIT AUTHORITY - WASHINGTON DC -- MASSACHUSETTS BAY TRANSPORTATION AUTHORITY - BOSTON, MASSACHUSETTS -- CONCLUSION -- ENDNOTES -- STATEMENT OF THE HONORABLE LEO BOWMAN, COMMISSIONER, BENTON COUNTY, WASHINGTON ON BEHALF OF THE NATIONAL ASSOCIATION OF COUNTIES ON MAINTAINING THE NATION'S HIGHWAY AND TRANSIT INFRASTRUCTURE BEFORE THE SUBCOMMITTEE ON HIGHWAYS AND TRANSIT HOUSE COMMITTEE ON TRANSPORTATION AND

INFRASTRUCTURE(JUNE 5, 2008)*† -- TESTIMONY OF LINDA S. WATSON,CHIEF EXECUTIVE OFFICER, LYNX,CENTRAL FLORIDA REGIONAL TRANSPORTATIONAUTHORITY, BEFORE THE SUBCOMMITTEEON HIGHWAYS AND TRANSIT OF THE U.S. HOUSEOF REPRESENTATIVES(JUNE 5, 2008)*† -- INTRODUCTION -- LYNX - THE CENTRAL FLORIDA REGIONALTRANSPORTATION AUTHORITY -- FEDERAL POLICY IMPLICATIONS -- CONCLUSION AND RECCOMENDATIONS -- TESTIMONY OF MICHAEL ALLEGRA BEFORETHE HOUSE COMMITTEE ON TRANSPORTATIONAND INFRASTRUCTURE SUBCOMMITTEEON HIGHWAYS AND TRANSIT HEARING"MAINTAINING OUR NATION'S HIGHWAYAND TRANSIT INFRASTRUCTURE"(JUNE 5, 2008)* -- TRANSIT IN UTAH -- STRONG LOCAL AND FEDERAL SUPPORT -- RAIL SYSTEM OBJECTIVES -- Transportation Policy and Funding -- Simplify the Project Development Process -- Streamline Project Delivery -- Increase Current Capacity -- Maintain Current Infrastructure -- Technology.
TESTIMONY OF PETE K. RAHN, MISSOURI DEPARTMENT OF TRANSPORTATION,BEFORE THE U.S. HOUSE OF REPRESENTATIVES, COMMITTEE ON TRANSPORTATIONAND INFRASTRUCTURE, SUBCOMMITTEEON HIGHWAYS AND TRANSIT(JUNE 5, 2008)*† -- MAINTAINING OUR NATION'S HIGHWAY AND TRANSITINFRASTRUCTURE -- STATEMENT OF THE HONORABLE JAMES L.OBERSTAR, HEARING ON MAINTAINING OURNATION'S HIGHWAY AND TRANSITINFRASTRUCTURE, COMMITTEE ONTRANSPORTATION AND INFRASTRUCTURE, SUBCOMMITTEE ON HIGHWAYS AND TRANSIT(JUNE 5, 2008)*† -- STATEMENT OF THE HONORABLEPETER A. DEFAZIO, SUBCOMMITTEE ON HIGHWAYSAND TRANSIT, COMMITTEE ON TRANSPORTATIONAND INFRASTRUCTURE,HEARING ON MAINTAINING OUR NATION'S HIGHWAYAND TRANSIT INFRASTRUCTURE(JUNE 5, 2008)*† -- INDEX.

Sommario/riassunto

There are various definitions of what constitutes infrastructure, but generally infrastructure refers to the large-scale public systems, services, and facilities of a country or region that are necessary for economic activity. The sector tends to be separated into two broad subsets - economic and social. Economic infrastructure includes highways, water and sewerage facilities, and energy distribution and telecommunication networks whereas social infrastructure encompasses schools, universities, hospitals, public housing and prisons. Infrastructure assets are generally characterised by high development costs (high barriers to entry) and long lives. They are generally managed and financed on a long-term basis. Historically it was seen as the role of the government to fund and manage these assets for the good of the population. Today, the role of the government as the provider of public services is increasingly being questioned both in terms of the absolute cost to taxpayers and as to whether a government can deliver the assets as efficiently as a private company competing for the privilege. From the government's perspective there is a strong case for privatisation, where the debt raised by the private partner remains on their balance sheets, not on that of the Treasury's. These factors have resulted in a gradual migration from the public provision of infrastructure to the private sector. The private provision of these assets may take many forms from joint ventures, concessions and franchises through to straight delivery contracts. Essentially the private sector is being brought in to design, build, finance and/or maintain public sector assets in return for long term contracted payments from the government or access to the revenues generated from the asset.
