



OUR POSITION

Safe and efficient infrastructure is critical to the retail real estate industry and the communities we serve. Not only do we rely on roads and transit to get consumers and workers to our properties, but we also need reliable routes to get products to our stores.

ICSC members are also one of the key drivers for road and utility upgrades in our communities. Shopping centers contribute \$390.6 billion annually in property and sales taxes. They work closely with municipalities to update water, electrical, and other types of infrastructure to increase community connectivity and best serve the needs of consumers. Furthermore, access to retail is a key component of successful Transit Oriented Development (TOD).

The time has come to make infrastructure investment a national priority. Sound infrastructure makes communities safer, creates jobs and grows our economy.

POLICY PRIORITIES

- Leverage state, local and private-sector funds and restore the federal tax exemption to recipients of state and local grants (Section 118).
- Restore and refresh existing development financing programs that allow for flexibility in infrastructure development.
 - **Brownfields**
 - **New Markets Tax Credit**
 - **Community Development Financial Institutions**
 - **Community Development Block Grant**
 - **Transportation Infrastructure Finance and Innovation Act**
- Eliminate redundancies and inconsistencies in the regulatory process and set deadlines for the federal permitting process to create certainty and encourage investment.

Transit Oriented Development (TOD)

TOD maximizes the amount of residential, business and leisure space within walking distance of public transport. A TOD typically includes a central transit stop (such as a train station, light rail or bus stop) surrounded by a high-density mixed-use area, with lower-density areas spreading out from this center.

By incorporating economic development into a transit plan a project can maximize the success of all components and take advantage of existing construction and development expertise.

Retail real estate and infrastructure by the numbers:

\$516

Annual average cost to a motorist driving on bad roads. Money that could be spent supporting the local economy.

\$1.7 Trillion

Funding gap needed to get U.S. infrastructure to a B grade. Public-Private Partnerships could help close that gap.

52 Hours

Average amount of time Americans spend each year stuck in traffic (6+ vacation days). Time that could be spent with family enjoying all that shopping centers have to offer.

American Society of Civil Engineers 2017 Infrastructure Report Card.

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