SHIMP FOR PRESIDENT 2028

ACCOUNTABILITY • INTEGRITY • RULE OF LAW

PROPOSED EXECUTIVE ORDER NO. 10

NATIONAL INFRASTRUCTURE MAINTENANCE FIRST INITIATIVE

By the authority vested in me as President by the Constitution and the laws of the United States of America, and consistent with applicable transportation, infrastructure, environmental, procurement, grant, and appropriations laws, it is hereby ordered as follows:

Section 1. Purpose and Policy.

The Federal Government shall place increased emphasis on maintaining, repairing, rehabilitating, and modernizing existing infrastructure before committing Federal resources to unnecessary expansion. Executive agencies shall prioritize safety, reliability, resilience, life-cycle cost, and preservation of existing public assets while respecting statutory funding requirements and State, local, Tribal, and territorial responsibilities.

Sec. 2. National Infrastructure Maintenance Review.

Within 120 days, executive agencies administering major infrastructure programs shall identify significant federally owned or federally assisted assets with substantial maintenance backlogs, structural deficiencies, reliability problems, safety concerns, or unusually high deferred-maintenance costs. Reviews shall include, as applicable, highways, bridges, transit systems, airports, ports, waterways, dams, public buildings, water systems, energy infrastructure, and other eligible public assets.

Sec. 3. Maintenance-First Analysis.

Before recommending Federal support for a major expansion project, an agency shall, where consistent with governing law, evaluate whether existing infrastructure serving the same public need requires material repair, rehabilitation, replacement, or capacity restoration. This requirement does not prohibit new infrastructure where expansion is justified by safety, population, economic, defense, resilience, or other legitimate needs.

Sec. 4. Risk-Based Prioritization.

Agencies shall prioritize maintenance and rehabilitation using objective factors that may include public safety, structural condition, service disruption risk, economic importance, national-security significance, disaster vulnerability, number of users affected, repair urgency, and the long-term cost of delaying maintenance.

Sec. 5. Life-Cycle Cost Management.

Federal infrastructure decisions shall consider the full expected life-cycle cost of an asset, including construction, inspection, routine maintenance, major rehabilitation, energy use, operational costs, and eventual replacement or disposal. Agencies shall seek to avoid decisions that create avoidable long-term liabilities merely to reduce initial project cost.

Sec. 6. Preventive Maintenance.

Agencies shall encourage preventive and predictive maintenance practices where they are cost-effective and authorized by law. Federal grant programs may incorporate appropriate asset-management and maintenance planning requirements consistent with their governing statutes.

Sec. 7. Emergency and Critical Repairs.

Nothing in this order shall delay emergency work necessary to protect life, property, national security, transportation continuity, drinking water, power, communications, flood control, or other essential services. Agencies shall maintain expedited procedures authorized by law for urgent repairs.

Sec. 8. State, Local, Tribal, and Territorial Coordination.

Federal agencies shall coordinate with State, local, Tribal, and territorial governments that own or operate federally assisted infrastructure. Federal review shall recognize local ownership responsibilities and shall not transfer maintenance obligations to the Federal Government absent statutory authority.

Sec. 9. Project Accountability.

For significant federally funded rehabilitation or replacement projects, agencies shall establish reasonable cost, schedule, condition, and performance milestones. Material cost growth or delay shall be reviewed to identify causes, corrective actions, and lessons for future projects.

Sec. 10. Procurement and Competition.

Infrastructure maintenance and rehabilitation contracts shall be awarded and administered consistent with applicable procurement, grant, labor, domestic-preference, and competition requirements. Agencies shall seek reasonable prices, measurable deliverables, appropriate warranties where available, and accountability for defective or materially deficient performance.

Sec. 11. Infrastructure Data and Condition Reporting.

Within 180 days, the Director of the Office of Management and Budget, in coordination with relevant agencies, shall establish a framework for reporting major Federal infrastructure maintenance needs and measurable progress. Existing reporting systems shall be used where practicable to avoid unnecessary duplication.

Sec. 12. Deferred Maintenance Reduction Plans.

Agencies with significant federally owned infrastructure shall prepare multi-year plans for reducing high-priority deferred maintenance. Plans shall identify estimated cost, safety or operational consequences of delay, proposed sequencing, and available or requested funding authority.

Sec. 13. Fiscal Discipline.

Agencies shall identify opportunities to reduce long-term Federal costs through timely maintenance, consolidation of duplicative projects, improved asset management, competitive procurement, and prevention of avoidable deterioration. Projected cost avoidance shall be reported separately from actual budgetary savings.

Sec. 14. Relationship to Deficit Reduction.

Verified Federal budget savings attributable to improved infrastructure management shall be identified for consideration under the Federal Deficit Reduction and Government Efficiency Initiative. Agencies shall not defer necessary safety maintenance merely to claim short-term savings, and no savings shall be double-counted.

Sec. 15. Legislative Recommendations.

Within 180 days, the Secretary of Transportation, Administrator of General Services, Secretary of the Interior, Secretary of the Army acting through appropriate civil-works authorities, and other relevant agency heads shall submit through OMB any legislative recommendations needed to improve maintenance funding flexibility, asset management, project delivery, or accountability.

Sec. 16. General Provisions.

(a) Nothing in this order shall impair authority granted by law to an executive department or agency or the functions of OMB.

(b) Nothing in this order alters statutory formulas, congressional earmarks, grant eligibility, environmental review requirements, labor protections, or other requirements established by law.

(c) This order shall be implemented consistent with applicable law and subject to available appropriations.

(d) This order creates no right or benefit enforceable at law or in equity against the United States or any other person.

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Date: _____

Signature: _____