

HIGHWAY TO THE OBSTRUCTION ZONE

REPUBLICAN OBSTRUCTION HAS LED TO CRUMBLING
INFRASTRUCTURE AND A NATIONAL CRISIS



BRIDGE 
PROJECT

HIGHWAY TO THE OBSTRUCTION ZONE

Republicans kicked the can down the road on the highway bill last summer by funding a short-term solution that is set to expire at the end of May. Despite the efforts of some moderates in their party who understand the importance of long-term infrastructure investments, it looks like the GOP leadership will once again bow to pressure from the Tea Party and the Koch brothers by trying to pass another short-term fix.

While congress fails to act, the state of infrastructure in our country becomes more and more dire. CBS' *60 Minutes* reported on the situation stating, "Our roads and bridges are crumbling, our airports are out of date and the vast majority of our seaports are in danger of becoming obsolete. All the result of decades of neglect." The United States dropped from ninth to sixteenth in the world over the last five years in the World Economic Forum's ranking of the quality of overall infrastructure. Last December, the American Society of Civil Engineers once again gave the national infrastructure an overall grade of D-plus.

As the Highway Trust Fund is once again nearing insolvency, summer construction projects are under threat and jobs are on the line. An analysis from last summer by the Council of Economic Advisers warned that a lapse in funding could put as many as 100,000 projects and 700,000 jobs at risk. According to a recent Bond Buyer story, "States have canceled or deferred almost \$800 million of highway projects and have put another \$1.8 billion on the chopping block as the federal transportation funding law is set to expire in [May]."

But transportation bills aren't just about good jobs. Maintaining our interstate highway systems boosts the economy by allowing an efficient flow of goods and services. Many of the most vital infrastructure projects currently in jeopardy improve the safety and quality of life for Americans by shortening commutes and repairing dangerous roads and bridges. Over one third of major roads are in poor or mediocre condition while over 200 million trips are taken daily across structurally deficient bridges.

Passing the highway bill used to be a bipartisan effort, until the Koch brothers' Tea Party mentality took over Congress in the last few years, rejecting the idea of federally funded infrastructure entirely. This thinking is beginning to seep into the so called mainstream of the Republican Party. According to the Center on Budget and Policy Priorities, the House and Senate GOP budget plans "cut highway construction and other transportation infrastructure funding over the next decade by 28 percent and 22 percent, respectively, below the cost of maintaining current funding levels."

As the Tea Party philosophy of obstructionism accelerates on the Hill, conservatives are further distancing themselves from President Ronald Reagan, who said of our nation's infrastructure in 1982:

We simply cannot allow this magnificent system to deteriorate beyond repair. The time has come to preserve what past Americans spent so much time and effort to create, and that means a nationwide conservation effort in the best sense of the word. America can't afford throwaway roads or disposable transit systems. The bridges and highways we fail to repair today will have to be rebuilt tomorrow at many times the cost.

Despite the Koch brothers' and Tea Party's efforts on the national scene, conservative politicians at the state level understand the crucial role of the federal government in infrastructure and haven't travelled too far from President Reagan's sentiment. North Carolina governor and conservative darling, Pat McCrory, said when he testified on behalf of the National Governors Association that, "States are in dire need of meaningful, long-term congressional action to avoid long-term dire consequences in our states." He joined a bipartisan group of 17 governors last summer asking Congress to avoid a shutdown and find a long-term solution to the way transportation is funded.

As the House & Senate work toward a bipartisan compromise on the transportation bill, Republicans in Congress should stop playing chicken with infrastructure spending and negotiate a long-term fix to fund these vital projects that boost our economy and keep us safe.

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State Of Our National Transportation Infrastructure

There Is Currently “A Backlog Of More Than \$115 Billion In Bridge Work And \$755 Billion In Highway Projects Throughout The Country.” According to USA Today, “There's currently a backlog of more than \$115 billion in bridge work and \$755 billion in highway projects throughout the country, according to Department of Transportation data.” [USA Today, [4/1/15](#)]

In 2015, The United States Was Ranked Sixteenth In The World For The Quality Of Its Overall Infrastructure By The World Economic Forum. According to the World Economic Forum's Global Competitiveness Report for 2014-15, the United States was ranked number 16th in the world on the quality of overall infrastructure. Switzerland was graded as having the best overall infrastructure in the world. [World Economic Forum's Global Competitiveness Report, [2014-2015](#)]

- **Five Years Earlier, The World Economic Forum Ranked The United States Ninth In The World For The Quality Of Its Overall Infrastructure.** According to the World Economic Forum's Global Competitiveness Report for 2008-09, the United States was ranked 9th in the world on the quality of overall infrastructure. Switzerland was graded as having the best overall infrastructure in the world. [World Economic Forum's Global Competitiveness Report, [2008-2009](#)]

60 Minutes: “Our Roads And Bridges Are Crumbling, Our Airports Are Out Of Date And The Vast Majority Of Our Seaports Are In Danger Of Becoming Obsolete. All The Result Of Decades Of Neglect.” According to the transcript of a CBS *60 Minutes* report, “There are a lot of people in the United States right now who think the country is falling apart, and at least in one respect they're correct. Our roads and bridges are crumbling, our airports are out of date and the vast majority of our seaports are in danger of becoming obsolete. All the result of decades of neglect.” [CBS *60 Minutes* via CBSNews.com, [11/23/14](#)]

A Shortage Of Airports Runways And Gates Along Obsolete Air Traffic Control Systems “Have Made U.S. Air Travel The Most Congested In The World.” According to the transcript of a CBS *60 Minutes* report, “And the problems with transportation infrastructure go well beyond roads and bridges and the gas tax. There's aviation. A shortage of airports runways and gates along outmoded air traffic control systems have made U.S. air travel the most congested in the world.” [CBS *60 Minutes* via CBSNews.com, [11/23/14](#)]

“Only Two Of The 14 Major Ports On The East Coast Will Be Dredged Deep Enough To Accommodate” A New Generation Of Big Cargo Ships That Are Expected To Begin Going Through The Panama Canal. According to the transcript of a CBS *60 Minutes* report, “And then there are seaports: when a new generation of big cargo ships begin going through an expanded Panama Canal in another year or so, only two of the 14 major ports on the East Coast will be dredged deep enough to accommodate them.” [CBS *60 Minutes* via CBSNews.com, [11/23/14](#)]

American Society Of Civil Engineers “Gave The National Infrastructure An Overall Grade Of D-Plus.” According to the Washington Post, “This time they stood in front of a D.C. bridge that will cost \$661 million to replace, but the whole point was that they could have used about 10,000 different places in America as their backdrop for an example of something critical that's falling apart. The report card by the American Society of Civil Engineers showed the national infrastructure a single grade above failure, a step from declining to the point where everyday things simply stop working the way people expect them to. [...] Using ratings by civil engineers in every state, the ASCE gave the national infrastructure an overall grade of D-plus, an average pulled down by some of the biggest problem areas — aviation, drinking-water supply, roads, transit and sewage treatment.” [Washington Post, [3/19/13](#)]

- **American Society Of Civil Engineers: “Over Two Hundred Million Trips Are Taken Daily Across Deficient Bridges In The Nation's 102 Largest Metropolitan Regions.”** According to the American Society of Civil Engineers, “Over two hundred million trips are taken daily across deficient bridges in the nation's 102 largest metropolitan regions. In total, one in nine of the nation's bridges are rated as structurally deficient, while the average age of the nation's 607,380 bridges is currently 42 years.” [InfrastructureReportCard.org, [2013](#)]
- **American Society Of Civil Engineers: “In Total, One In Nine Of The Nation's Bridges Are Rated As Structurally Deficient.”** According to the American Society of Civil Engineers, “Over two hundred million trips are taken daily across deficient bridges in the nation's 102 largest metropolitan regions. In total, one in nine of the nation's

bridges are rated as structurally deficient, while the average age of the nation's 607,380 bridges is currently 42 years.” [InfrastructureReportCard.org, [2013](#)]

- **American Society Of Civil Engineers: More Than 20% Of Bridges In Pennsylvania, Iowa, And Oklahoma “Structurally Deficient.”** According to American Society of Civil Engineers, “At the state level, 22 states have a higher percentage of structurally deficient bridges than the national average, while five states have more than 20% of their bridges defined as structurally deficient. Pennsylvania tops the list with 24.4%, while Iowa and Oklahoma are not far behind, each having just over 21% of their bridges classified as structurally deficient. When looking at the highest percentage of deficient bridges (combined structurally deficient and functionally obsolete bridge categories), the nation's capital tops all 50 states, with 77%, or 185 of 239, of bridges in the District of Columbia falling into at least one of these categories.” [InfrastructureReportCard.org, [2013](#)]
- **American Society Of Civil Engineers: “32% Of America’s Major Roads Are In Poor Or Mediocre Condition,” Costing U.S. Motorists “\$67 Billion A Year.”** According to American Society of Civil Engineers, “Currently, 32% of America’s major roads are in poor or mediocre condition, costing U.S. motorists who are traveling on deficient pavement \$67 billion a year, or \$324 per motorist, in additional repairs and operating costs. While the nation has seen some improvements in pavement conditions due to a short surge of investment from the American Recovery and Reinvestment Act, these were not sustained, long-term investments. Of added concern are the vehicular restrictions for some roadways due to poor pavement, which can create longer routings for trucks in cases where detours are required.” [InfrastructureReportCard.org, [2013](#)]

7,795 Bridges In The US Are Both “Structurally Deficient” And “Fracture Critical,” A “Combination Of Red Flags That Experts Say Indicate Significant Disrepair And Similar Risk Of Collapse.” According to the Associated Press, “An Associated Press analysis of 607,380 bridges in the most recent federal National Bridge Inventory showed that 65,605 were classified as ‘structurally deficient’ and 20,808 as ‘fracture critical.’ Of those, 7,795 were both — a combination of red flags that experts say indicate significant disrepair and similar risk of collapse.” [Associated Press, [9/15/13](#)]

AP: Together, Bridges That Fit The Criteria Of Both Structurally Deficient And Fracture Critical “Carry More Than 29 Million Drivers A Day” In The U.S. According to the Associated Press, “The AP zeroed in on the Douglass bridge and others that fit both criteria — structurally deficient and fracture critical. Together, they carry more than 29 million drivers a day, and many were built more than 60 years ago. Those bridges are located in all 50 states, plus Puerto Rico and the District of Columbia, and include the Brooklyn Bridge in New York, a bridge on the New Jersey highway that leads to the Lincoln Tunnel, and the Main Avenue Bridge in Cleveland.” [Associated Press, [9/15/13](#)]

American Road and Transportation Builders Association: “More Than 61,000 American Bridges” Are Considered Structurally Deficient. According to USA Today, “More than 61,000 American bridges are structurally deficient, according to a new analysis by the American Road & Transportation Builders Association.” [USA Today, [4/1/15](#)]

American Road and Transportation Builders Association: “These Are Bridges Where Drivers And First Responders Are Crossing Over 250 Million Times Each And Every Day.” According to the Washington Post, “‘These are bridges where drivers and first responders are crossing over 250 million times each and every day,’ said Alison Premo Black, an economist with the American Road and Transportation Builders Association, the group that compiled the federal data.” [Washington Post, [4/25/14](#)]

Thirty-Two States Receive Most Of Their Transportation Funding From The Federal Department Of Transportation. According to Bloomberg, “That's because 32 states receive most of their transportation funding from the federal Department of Transportation, according to a tally by Transportation for America, which advocates greater spending. The median amount is 52.6 percent. No state receives less than one-third of its transportation money from the capital, with only six states below 40 percent -- Florida, Georgia, Massachusetts, New Jersey, Utah and Washington. Four states receive more than 80 percent of their transportation budget from the federal government -- Alaska, Nebraska, Rhode Island and Vermont.” [Bloomberg, [6/24/14](#)]

Highway Trust Fund Nearing Insolvency; Inaction Will Cost Jobs, Hurt Economy

The Highway Trust Fund Is “Structurally Insolvent, With Expenditures From It Exceeding Dedicated Revenues From Federal Gasoline And Diesel Taxes By About \$13 Billion A Year.” According to The Bond Buyer, “The HTF [Highway Trust Fund] is structurally insolvent, with expenditures from it exceeding dedicated revenues from federal gasoline and diesel taxes by about \$13 billion a year. Extending the HTF's solvency through May required a general fund transfer of almost \$11 billion last year, and another \$10 billion will be needed to keep it solvent through the end of fiscal 2015. Since 2008, some \$65 billion has been transferred into the HTF from the general fund and other sources.” [Bond Buyer, [3/25/15](#)]

Congressional Budget Office Estimated The Highway Trust Fund Will “Run Out Of Money” In Summer Of 2015.

According to Barron's Income Investing blog, “Municipal bond investors are worrying more about new funding for the Highway Trust Fund. On March 12, the Congressional Budget Office estimated the fund will run out of money this summer. If Congress doesn't pass a new transportation bill or extend the current one by the end of May, the Department of Transportation will likely need to start cutting back on federal aid to state transportation and transit agencies for current projects.” [Income Investing via Barrons.com, [3/23/15](#)]

Highway Spending Outpacing Revenue From Gasoline Tax. According to the New York Times, “For years now, gasoline and diesel tax receipts have fallen as cars and trucks have become more fuel-efficient, even as infrastructure needs have risen. For the fiscal year that began in October, the Congressional Budget Office estimated that trust fund revenues would total \$33 billion, while spending would total \$45 billion. And by the week of July 18, the trust fund's nest egg would dip below \$4 billion, the “prudent balance” trigger that would force the Department of Transportation to tell states to begin slowing construction projects.” [New York Times, [6/9/14](#)]

Bond Buyer: “States Have Canceled Or Deferred Almost \$800 Million Of Highway Projects” As The Federal Transportation Law Is Set To Expire In May. According to the Bond Buyer, “States have canceled or deferred almost \$800 million of highway projects and have put another \$1.8 billion on the chopping block as the federal transportation funding law is set to expire in 67 days.” [Bond Buyer, [3/25/15](#)]

National Governors Association Executive Director Dan Crippen: Inaction On Transportation Bill “A Prime Example Of The Federal Government Failing The States.” According to Politico, “The continuing years of uncertainty over the fate of transportation spending are a prime example of the federal government failing the states, National Governors Association Executive Director Dan Crippen said today. ‘States are scrambling around trying to figure out what to do ... and that's because of lack of federal activity,’ he said during a meeting with POLITICO's staff. ‘It's because Congress is stymied to solve problems.’” [Politico Pro, [4/16/14](#)]

JOBS AT RISK

Highway Trust Fund “Shortfall” Is Threatening “To Stall Construction Projects” In Summer Of 2015 And “Would Cost Thousands Of Jobs.” According to The Hill, “Budgets that were released this week by Republican leaders in the House and Senate offer little relief for a transportation funding shortfall that is threatening to stall construction projects this summer. Lawmakers are scrambling to come up with a way to pay for an extension of a transportation funding measure that is currently scheduled to expire in May. [...] The Department of Transportation has warned that it will have to reduce reimbursements for infrastructure projects to states if the Highway Trust Fund runs out of money this summer. Transportation advocates have said that a shutdown in May would cost thousands of jobs because summer is typically the beginning of the busiest construction in the U.S.” [The Hill, [3/18/15](#)]

Bond Buyer: “\$1.8 Billion” Worth Of Construction Projects Are “On The Chopping Block As The Federal Transportation Funding Law Is Set To Expire.” According to the Bond Buyer, “States have canceled or deferred almost \$800 million of highway projects and have put another \$1.8 billion on the chopping block as the federal transportation funding law is set to expire in 67 days.” [Bond Buyer, [3/25/15](#)]

Over 775K Jobs Threatened By Congressional Inaction On Transportation Bill. According to a report by the Council of Economic Advisers, an estimated 779,469 jobs are at risk if Congress is unable to plug the Highway Trust Fund funding gap. [Council of Economic Advisers, [July 2014](#)]

- **Council Of Economic Advisors: 13,000 Jobs Are Supported For Every \$1 Billion In Federal Highway And Transit Investment.** According to Marketplace, “When the Council added up all these jobs-- induced, indirect, and direct—it found that about 13,000 jobs are supported for every \$1 billion in federal highway and transit investment. Recently, the highway trust fund has spent about \$50.9 billion dollars annually on infrastructure projects. So, multiply 50.9 by 13,000 and you get a little under 700,000 jobs.” [Marketplace, [5/14/14](#)]

LACK OF INVESTMENT WILL COST EVEN MORE JOBS IN FUTURE

Government Accountability Office: “Volumes Of Goods Shipped By Trucks...Are Projected To Increase By 98 Percent” By 2035. According to the Government Accountability Office, “A number of factors contribute to constrained freight mobility and, together, these factors have significant adverse impacts. First, growing freight transportation demand decreases freight mobility. Volumes of goods shipped by trucks and railroads, for example, are projected to increase by 98 percent and 88 percent, respectively, by 2035.” [Government Accountability Office, [January 2008](#)]

American Society of Civil Engineers: Crumbling Infrastructure Will Cost 3.5 Million Jobs And Result In \$3.1 Trillion Loss In Economic Output by 2020. According to Reuters, “Imagine a future of broken bridges, roads, sewer systems, power grids, airports and not enough money to fix them or to build new ones to serve an expanding population. What would that cost the United States in terms of lost jobs? A study released on Tuesday by the American Society of Civil Engineers says the cost in terms of lost jobs would be 3.5 million by 2020. It also projected a cumulative loss of \$3.1 trillion in economic output over the same period without \$1.1 trillion in additional funding for infrastructure projects. ‘The results show that deteriorating infrastructure, long known to be a public safety issue, has a cascading impact on the nation’s economy, negatively affecting business productivity, gross domestic product, employment, personal income and international competitiveness,’ the report entitled, ‘Failure to Act,’ said.” [Reuters, [1/15/13](#)]

INFRASTRUCTURE MAJOR SOURCE OF JOBS AND ECONOMIC ACTIVITY

14.2 Million Workers Employed In Infrastructure Occupations. According to the Brookings Institute, “By analyzing a distinct set of infrastructure occupations and industries, our research reveals for the first time how 14.2 million workers—or about one out of every 10 workers nationally—are employed in infrastructure jobs, ranging from highway construction to utilities to warehousing. Civil engineers, electricians, and truck drivers are among the largest infrastructure occupations overall. Given the breadth and depth of their activities, workers employed in infrastructure even surpass those in manufacturing (12.1 million) and represent a key segment of the U.S. labor market.” [Brookings Institute, [5/9/14](#)]

Domestic Supplies In Infrastructure Investment “Major Source Of Job Creation.” According to a report conducted by the Political Economy Research Institute and commissioned by the Alliance for American Manufacturing, “The main reason infrastructure investments create more jobs than an increase in household consumption is that the share of spending done within the U.S, as opposed to the purchase of imports, is significantly higher with infrastructure investments.” [Political Economy Research Institute, [January 2009](#)]

Federal Reserve Paper: Each Dollar Of Federal Highway Grants Received By A State Raises That State’s Annual Economic Output By At Least Two Dollars. According to a 2012 study published by the Federal Reserve Bank of San Francisco, “Federal highway grants to states appear to boost economic activity in the short and medium term. The short-term effects appear to be due largely to increases in aggregate demand. Medium-term effects apparently reflect the increased productive capacity brought by improved roads. Overall, each dollar of federal highway grants received by a state raises that state’s annual economic output by at least two dollars, a relatively large multiplier.” [Federal Reserve Bank of San Francisco, [11/26/12](#)]

Passing A Transportation Bill Was Always A Bipartisan Effort...

Orlando Sentinel: “Transportation Bills Traditionally Had Bipartisan Support From Lawmakers Because They Send Billions Of Dollars To States.” According to the Orlando Sentinel, “Transportation bills traditionally had bipartisan support from lawmakers because they send billions of dollars to states and communities to build and repair roads and bridges, as well as help fund mass transit.” [Orlando Sentinel, [3/8/12](#)]

2005 Transportation Bill Signed “In A Bipartisan Celebration That Demonstrated The Unifying Powers Of Roads, Bridges And Other Public Works Projects.” According to The New York Times, “President Bush happily signed the \$286.4 billion transportation bill today in a bipartisan celebration that demonstrated the unifying powers of roads, bridges and other public works projects. [...] The transportation bill includes money for thousands of projects across the country. To put it another way, it has something for every state and just about every Congressional district, as reflected in the votes that enacted it in late July: 412 to 8 in the House and 91 to 4 in the Senate.” [New York Times, [8/10/05](#)]

1998 Transportation Bill: Congress Overwhelmingly Passed “Largest Public Works Program In The Nation's History.” According to The New York Times, “Congress overwhelmingly approved today the largest public works program in the nation's history, voting to spend more than \$200 billion over the next six years for roads, bridges, buses, subways, ferries and even parking garages in virtually every Congressional district. [...] But with the Federal budget now in balance, the national economy still vigorous and Congress facing fall elections, the appetite for new and bigger highway and mass transit projects was both voracious and bipartisan. The House passed the bill by a vote of 297 to 86, and the Senate by a vote of 88 to 5. President Clinton said he would sign the bill.” [New York Times, [5/23/98](#)]

1991 Transportation Bill Was “Unanimously Endorsed” By House And Senate Negotiators And By The Bush Administration. According to The New York Times, “House and Senate negotiators today unanimously endorsed a compromise on a transportation bill and said it was likely to have the support of big majorities in both chambers. The Bush Administration also endorsed the bill, which is to provide \$151 billion over six years: \$119 billion for highway programs and \$32 billion for mass transportation.” [New York Times, [11/27/91](#)]

In 1987, Congress Overrode A Veto From President Reagan On A “Popular” Five-Year Highway Bill. According to The New York Times, “The Senate, with not a vote to spare, overrode President Reagan's veto of the highway bill today despite an extraordinary personal appeal by the President at the Capitol. The vote was 67 to 33, exactly the necessary two-thirds majority of those voting. As a result the \$87.9 billion bill is now law, establishing or continuing Federal highway and mass transit programs for the next five years and allowing states to raise the speed limit on rural Interstate highways to 65 miles an hour. The House of Representatives overrode the veto on Tuesday. [...] The President, who vetoed the popular measure against the advice of some of his closest aides, had turned the veto fight into a high-stakes test of his leadership.” [New York Times, [4/3/87](#)]

- **1987 Highway Bill Passed Both Houses Of Congress With “Bipartisan” Support.** According to The New York Times, “The Senate set the stage today for a major battle with the White House by sending President Reagan a highway bill that he has promised to veto despite its bipartisan popularity in both houses of Congress. The final part of the bill, an amendment permitting states to raise the speed limit to 65 miles an hour on rural sections of the Interstate highway system, passed by a vote of 60 to 21. The highway bill itself, which would authorize highway and mass transit programs costing up to \$87.9 billion over the next five years, passed the Senate Thursday night, 79 to 17. The bill, the product of a House-Senate conference that resolved a year-long stalemate, passed the House Wednesday by a vote of 407 to 17.” [New York Times, [3/21/87](#)]

...But The GOP Leadership Has Allowed The Tea Party To Stall Its Progress

House Republican Leaders Had Trouble Getting Support For Their Five-Year, Roughly \$260 Billion “Usually Popular” Transportation Bill. According to CNN, “House GOP leaders are having trouble getting enough support for their

five-year, roughly \$260 billion version of the usually popular bill, partly because fiscal conservatives say it's too expensive and should be scaled back.” [CNN.com, [3/22/12](#)]

Transportation Bill Was Promoted By GOP Leadership As “The Centerpiece Of Their Job-Creation Agenda Instead Turned Into One Of Their Biggest Headaches, Thanks Largely To Tea Party Conservatives.” According to the Associated Press, “A bill that Republican leaders were promoting as the centerpiece of their job-creation agenda has instead turned into one of their biggest headaches, thanks largely to tea party conservatives who want to get the federal government out of transportation programs and hand them over to the states. The House and Senate are heading toward a showdown next week that could result in a cutoff of federal highway and transit aid to states just as the spring construction season starts.” [Associated Press, [3/23/12](#)]

- **Associated Press: The House Transportation Bill Was “Unacceptable” To Tea-Party Conservatives.** According to the Associated Press, “The five-year bill crafted by Republicans was unacceptable to tea-party conservatives, who say it should be paid for entirely by user fees such as federal gas and diesel taxes, even though revenue from those taxes isn't enough to cover current transportation spending.” [Associated Press, [3/29/12](#)]

Tea Party-Affiliated Club For Growth Tried To Ensure That Republicans Would “Revolt Against” The House Transportation Bill And Urged GOP Members To Oppose It. According to Politico, “The Club for Growth is trying to ensure that conservative Republicans revolt against a massive surface transportation bill. The group sent a ‘key vote alert’ Wednesday urging members to oppose the bill. It also said their votes would be part of the organization’s 2012 scorecard — meaning conservatives would be docked if they voted for the five-year, \$260 billion measure.” [Politico.com, [2/1/12](#)]

- **Club For Growth President And Former Rep. Chris Chocola Voted For The 2005 Transportation Bill That Included “About 6,300 Earmarks.”** According to Politico, “Club for Growth President and former Rep. Chris Chocola (R-Ind.) voted for the much-criticized 2005 transportation bill that spent billions of dollars more than the gas tax took in and included about 6,300 earmarks.” [Politico.com, [2/1/12](#)]

Orlando Sentinel: The House Transportation Bill’s “Most Influential Critics” May Have Been “Anti-Deficit Conservatives.” According to the Orlando Sentinel, “It took nearly 20 years in Congress for U.S. Rep. John Mica, R-Winter Park, to become chairman of the powerful House transportation committee. But being chairman doesn't guarantee success — as shown by Mica's inability so far to pass one of his top priorities: a five-year, \$260 billion highway bill that would rewrite transit laws and potentially add toll roads to Interstate 4. [...] The bill collapsed last month after lawmakers in both parties objected to changes in the funding formula for mass transit and cuts to favored programs such as rail-trails. But the most influential critics may be anti-deficit conservatives.” [Orlando Sentinel, [3/8/12](#)]

House GOP Leaders Were “Forced To Abandon Plans” To Bring The Transportation Bill To The Floor “Because Of Divisions In Their Own Ranks.” According to the Associated Press, “The vote capped an on-again, off-again struggle by House GOP leaders to pass their own five-year transportation plan. They were forced to abandon plans to bring the bill to the floor last month because of divisions in their own ranks.” [Associated Press, [3/29/12](#)]

After House GOP Leaders Refused To Permit A Vote On Senate’s \$109 Billion Transportation Plan, The House Passed A Three-Month Extension Bill In March 2012 To Avoid A Transportation Government Shutdown. According to the Associated Press, “The House passed a stopgap three-month bill Thursday to keep federal highway and transit aid flowing and avoid a widespread shutdown of construction projects. [...] Democrats chided Republicans for being unable to marshal votes to pass their own long-term plan while refusing to permit a vote on a \$109 billion Senate plan supported by all the chamber's Democrats and about half the Republicans.” [Associated Press, [3/29/12](#)]

- **Milwaukee Journal Sentinel Editorial: “Republicans Created This Short-Term Shell Bill Because They Were Unable To Create Their Own Long-Term Legislation”** According to an editorial in the Milwaukee Journal Sentinel, “It should also be noted that those Republicans created this short-term shell bill because they were unable to create their own long-term legislation, which was blasted from both left and right earlier this year. When a bill is being hammered by environmental groups such as the NRDC and by conservative groups such as the Club for Growth and Taxpayers for Common Sense, something is seriously wrong with the measure.” [Editorial - Milwaukee Journal Sentinel, [5/15/12](#)]

Instead Of Fixing Potential Highway Trust Fund Shortfall, House And Senate GOP Budget Plans Would Slash Transportation Funding Below Current Levels

House And Senate GOP Budget Plans Cut Transportation Funding “Over The Next Decade By 28 Percent And 22 Percent, Respectively, Below The Cost Of Maintaining Current Funding Levels.” According to the Center on Budget and Policy Priorities’ Off the Charts Blog, “Now that the House and Senate have both passed their budget plans, here’s one more problem with them: they’d cut highway construction and other transportation infrastructure funding over the next decade by 28 percent and 22 percent, respectively, below the cost of maintaining current funding levels.” [Center on Budget and Policy Priorities, [3/27/15](#)]

CBPP: “Virtually All Of These [Budget] Cuts Appear To Come From Highway And Mass Transit Programs Financed Through The Highway Trust Fund.” According to the Center on Budget and Policy Priorities’ Off the Charts Blog, “Virtually all of these cuts appear to come from highway and mass transit programs financed through the Highway Trust Fund.” [Center on Budget and Policy Priorities, [3/27/15](#)]

HOUSE BUDGET WOULD CUT TRANSPORTATION FUNDING BY NEARLY 90 PERCENT IN 2016

CBPP: “The House Budget Calls For Cutting Mandatory Funding In The Transportation Section Of The Budget By Almost 90 Percent In 2016, From \$54 Billion To \$6 Billion.” According to the Center on Budget and Policy Priorities’ Off the Charts Blog, “The House budget calls for cutting mandatory funding in the transportation section of the budget by almost 90 percent in 2016, from \$54 billion to \$6 billion [...]. It then allows only a partial restoration, holding funding well below the 2015 level through the middle of the next decade. The total ten-year cut is \$154 billion (28 percent) below the cost of continuing current funding.” [Center on Budget and Policy Priorities, [3/27/15](#)]

The Senate Budget Cuts Transportation Funding In 2016 From \$54 Billion To \$42 Billion. According to the Center on Budget and Policy Priorities’ Off the Charts Blog, “The Senate budget cuts [transportation] funding far less steeply in 2016, from \$54 billion to \$42 billion; its ten-year cut is \$123 billion or 22 percent.” [Center on Budget and Policy Priorities, [3/27/15](#)]

BUDGET COMMITTEES CITED HTF SHORTFALLS AS REASON FOR CUTS, BUT GAS TAX, WHICH FUNDS HTF, HAS NOT BEEN ADJUSTED FOR INFLATION OR RAISED SINCE 1993

Budget Committees Cited Trust Fund Shortfalls As Reason For Cuts, But Trust Fund’s Dedicated Revenues, Mostly From Gas Tax, “Haven’t Been Sufficient To Cover Costs Of Federal Highway And Transit Programs” Since 2008. According to the Center on Budget and Policy Priorities’ Off the Charts Blog, “The House and Senate Budget Committees cite trust fund shortfalls as the reason for the cuts, but these shortfalls are neither new nor unexpected. Since 2008, dedicated revenues in the trust fund — mostly from taxes on gasoline and diesel fuel — haven’t been sufficient to cover the authorized and ongoing costs of federal highway and transit programs.” [Center on Budget and Policy Priorities, [3/27/15](#)]

Gas Tax Is Not Indexed For Inflation And Has Stayed At 18.3 Cents Per Gallon Since 1993. According to the Center on Budget and Policy Priorities’ Off the Charts Blog, “One reason is that the [gas and fuel taxes] taxes aren’t indexed for inflation and policymakers haven’t raised them since 1993. (The gas tax is 18.3 cents per gallon.) Also, revenues have slowed due to major fuel economy improvements and some decreases in driving.” [Center on Budget and Policy Priorities, [3/27/15](#)]

Lawmakers “Failed To Foresee The Advances In Motoring Technology That Allows For Better Fuel Consumption,” Which Has Impacted Revenue From Gas Tax. According to the Morris News Service, “A key reason behind this state of affairs is that designers of the U.S. Highway Trust Fund meant for its funding to come from money from taxes on gasoline. The logic was that more miles traveled would cause more wear and tear on highways, but at the same time, those increased miles would require more fuel purchases. The same reasoning funded Georgia’s own road program. Those

lawmakers failed to foresee the advances in motoring technology that allows for better fuel consumption.” [Morris News Service, [4/4/15](#)]

Despite GOP Support To Increase Gas Tax, Tea Party Would Rather Cut Federal Transportation Funding Than Raise It

RAISING FEDERAL FUEL TAXES HAS GAINED SUPPORT FROM GOP MEMBERS IN CONGRESS

Sen. Bob Corker Of Tennessee Proposed A Bill With Democratic Sen. Chris Murphy To Raise The Federal Gas Tax “By 12 Cents Over Two Years And Indexing It To Inflation.” According to The Tennessean, “While some top Republicans remain adamant a tax hike is not the answer, there are signs that the idea, including one from Sen. Bob Corker of Tennessee, is at least getting a fresh look. Corker and Sen. Chris Murphy, D-Conn., have proposed raising the federal gas tax by 12 cents over two years and indexing it to inflation. To make the concept more palatable to fiscal conservatives, the measure would lower other taxes.” [Tennessean, [1/11/15](#)]

Sen. Orrin Hatch Of Utah Called Raising The Federal Gas Tax, “A Small Price To Pay For The Best Highway System In The World.” According to the National Journal, “Lawmakers may have finally run out of arcane accounting options to fund the nation's highways and transit systems. Here's a key clue: The talk in the Senate about a gas tax increase is starting to sound serious. Sen. Orrin Hatch, R-Utah, a fairly solid conservative and new chairman of the Senate Finance Committee, had this to say about the possibility last week: ‘It's a small price to pay for the best highway system in the world.’” [National Journal, [1/12/15](#)]

Senate Transportation Committee Chair John Thune Said A Gas Tax Increase Was Not “Off The Table.” According to CNN Money, “The last time the federal gas tax was increased, the price at the pump was \$1.09. That was 1993. Twenty years later, lawmakers are considering an increase. The incoming Republican leader of the Senate Transportation Committee said Sunday an increase is up for consideration, as ‘we have to look at all the options.’ ‘I don't think we take anything off the table at this point,’ John Thune said on ‘Fox News Sunday.’” [Money.CNN.com, [1/5/15](#)]

Sen. James Inhofe, Chair Of Senate Committee On Environment And Public Works Called Raising Federal Gas Tax “Clearly One Of The Options.” According to The Hill, “The GOP has long resisted calls from business leaders and others to boost the 18.4 cent-per-gallon tax as a way to pay for upgrades to the nation’s crumbling roads and bridges. Yet in recent days, senior Senate Republicans have said they want to keep options open and that ‘nothing is off the table’ when weighing the best mechanisms to pay to finance infrastructure projects. ‘I just think that option is there, it's clearly one of the options,’ said Sen. Inhofe (R-Okla.), new chairman of the Senate Committee on Environment and Public Works.” [The Hill, [1/9/15](#)]

Sen. Susan Collins Said She “Would Support” A Gas Tax Increase “If It Included A Rebate For Low-Income Families That They Could Collect When Logging Their Vehicle Miles Traveled With The DMV.” According to the National Journal, “Sen. Susan Collins, R-Maine, a moderate, said she is open to a gas tax increase even though virtually every resident in her rural state must rely on cars to get anywhere. Collins said she would support an increase if it included a rebate for low-income families that they could collect when logging their vehicle miles traveled with the DMV. ‘We certainly have to come up with something,’ she said.” [National Journal, [1/12/15](#)]

In 2012, Sen. Mike Enzi Offered An Amendment To The Transportation Bill To Raise The Federal Gas Tax Because It Was “Failing To Keep Up With Its Intended Purpose Of Funding The Federal Highway Trust Fund.” According to The Huffington Post, “But just a few hours later, Sen. Mike Enzi (R-Wyo.) took to the Senate floor to make the case for a measure that would impact consumers far more directly -- raising the federal fuel tax. Offering an amendment to the \$109 billion transportation bill that the Senate is working on, Enzi argued that the gas tax was failing to keep up with its intended purpose of funding the federal highway trust fund because it was never adjusted for inflation.” [Huffington Post, [3/7/12](#)]

GOP GOVERNORS AND LEGISLATIVE LEADERS HAVE RAISED OR PROPOSED TO RAISE FUEL TAXES IN STATES...

The Atlantic: “States Across The Country Are Raising Their Fuel Taxes... And In A Surprising Number Of Those States, The Governors And Legislative Leaders Pushing Those Changes Are Republicans, Not Democrats.”

According to The Atlantic, “States across the country are raising their fuel taxes to pay for the upkeep of deteriorating roads and bridges, and in a surprising number of those states, the governors and legislative leaders pushing those changes are Republicans, not Democrats.” [Atlantic, [3/31/15](#)]

Utah GOP Gov. Gary Herbert Signed A Law Passed By State’s Republican-Controlled Legislature “That Raises The Gas Tax By 5 Cents And Ties Future Increases To Prices At The Pump.” According to The Atlantic, “In Utah, GOP Governor Gary Herbert signed a law last week passed by the state’s Republican-controlled legislature that raises the gas tax by 5 cents and ties future increases to prices at the pump.” [Atlantic, [3/31/15](#)]

Iowa Republican Gov. Terry Branstad “Approved A Gas-Tax Hike That Sailed Through The Legislature In Under Two Weeks.” According to The Atlantic, “A month ago, Iowa’s Republican governor, Terry Branstad, approved a gas-tax hike that sailed through the legislature in under two weeks.” [Atlantic, [3/31/15](#)]

Georgia Republican Gov. Nathan Deal Called The State Legislature-Approved Gas Tax Increase A “Landmark Bill.” According to WJBF.com, “Tuesday night, state lawmakers approved a plan to raise the gas tax. Right now, drivers are paying 18.4 cents per gallon to the federal government, 7.2 cents per gallon to the state, plus an 8% sales tax for state and local governments. With gas prices averaging out at \$2.13 a gallon in the Augusta area, that comes out to a total gas tax of about 43 cents a gallon. The proposed changes would keep the federal gas tax the same and create a state excise tax on gasoline at 26 cents per gallon. There would still be a local option for sales tax, which means the total gas tax would go up to about 53 cents a gallon. Governor Nathan Deal is calling the overhaul to the transportation tax a ‘landmark bill.’” [WJBF.com, [4/1/15](#)]

South Carolina GOP Gov. Nikki Haley Requested A Gas Tax Increase And Asked That It Be Tied To A State Income Tax Cut. According to The State’s The Buzz blog, “Gov. Nikki Haley unveiled her roads-funding plan during her State of the State address Wednesday, offering a surprise 10-cent-per-gallon gas-tax increase. But Haley, a Lexington Republican, said she would sign a tax-hike bill only if it included cutting the state’s income tax by 30 percent and restructuring the state’s Department of Transportation.” [The Buzz via TheState.com, [1/21/15](#)]

“Top Republicans” In Michigan And South Dakota Have Proposed Gas Tax Increases. According to The Atlantic, “Top Republicans in Georgia, Michigan, and South Dakota have proposed similar increases, and as many as 12 states could raise fuel taxes in 2015 alone, after six did so in the last two years, according to an analysis by Carl Davis of the Institute on Taxation and Economic Policy.” [Atlantic, [3/31/15](#)]

...BUT STATES STILL NEED A FEDERAL GAS TAX HIKE TO HELP PAY FOR INFRASTRUCTURE

Fitch Ratings: Increasing The Federal Gasoline Tax Is “The Most Reliable” Way To Meet The Nation’s Transportation Needs In The Near Term. According to McClatchy, “Raising the federal gasoline tax is the most reliable way to meet the nation’s transportation needs in the near term, a major credit rating agency said Thursday. Other proposals to shore up the federal Highway Trust Fund – using one-time changes in corporate taxes or continuing to bail it out with general funds – are too subject to political whims, Fitch Ratings said.” [McClatchy, [3/19/15](#)]

McClatchy: “On Average, States Rely On Federal Funds For Half Their Road And Bridge Spending.” According to McClatchy, “On average, states rely on federal funds for half their road and bridge spending.” [McClatchy, [3/19/15](#)]

Many States “Count On A Reliable Stream Of Federal Dollars To Pay Down Construction Bonds.” According to McClatchy, “Many count on a reliable stream of federal dollars to pay down construction bonds.” [McClatchy, [3/19/15](#)]

In 2012, Fitch “Downgraded The Ratings Of Bonds In Several States” Due To “The Diminished Reliability Of Federal Funds,” Raising Their Future Borrowing Costs. According to McClatchy, “Many count on a reliable stream of

federal dollars to pay down construction bonds. In 2012, citing the diminished reliability of those funds, Fitch downgraded the ratings of bonds in several states, which raises their future borrowing costs.” [McClatchy, [3/19/15](#)]

In Absence Of A Federal Program, States On Average “Would Need To Increase Their Own Gasoline Taxes By 23.5 Cents A Gallon To Maintain Current Spending Levels.” According to McClatchy, “A coalition of business groups, including the U.S. Chamber of Commerce, the American Trucking Associations and the American Road and Transportation Builders Association, supports continuing the federal program and raising the gas tax. In the absence of a federal program, the road builders group calculated that states, on average, would need to increase their own gasoline taxes by 23.5 cents a gallon to maintain current spending levels.” [McClatchy, [3/19/15](#)]

TEA PARTY GROUPS ALIGNED WITH KOCHS HAVE URGED LAWMAKERS NOT TO RAISE THE FEDERAL GAS TAX

A Coalition Of 50 Conservative Groups Led By Koch-Aligned Americans For Prosperity Signed A Letter To Lawmakers To Reject Efforts To Raise The Federal Gas Tax. According to The Washington Examiner, “A network of 50 conservative groups is pushing back at calls from Capitol Hill and the transportation industry to raise the federal gasoline tax, calling their effort among their most important legislative battles of the year. The coalition, led by Americans for Prosperity, on Wednesday wrote an open letter to Congress urging lawmakers to do everything possible to keep prices at the gas pump from increasing.” [Washington Examiner, [1/28/15](#)]

The Coalition Against Raising The Federal Gas Tax Included Americans For Tax Reform, Club For Growth, FreedomWorks, The Competitive Enterprise Institute And Tea Party Nation. According to The Washington Examiner, “The coalition, which includes such influential conservative groups as Americans for Tax Reform, Club for Growth, FreedomWorks, the Competitive Enterprise Institute and Tea Party Nation, added that a higher gas tax would lead to higher prices on consumer goods and services.” [Washington Examiner, [1/28/15](#)]

Several Groups Aligned With The Koch Brothers Signed The Letter Against A Gas Tax Increase, Including Freedom Partners, 60 Plus, Generation Opportunity, The Libre Initiative And AFP. According to a letter written by the Gas Tax Hike Coalition, Freedom Partners, 60 Plus, Generation Opportunity, The Libre Initiative and Americans For Prosperity signed it in opposition of a federal gas tax increase. [Gas Tax Hike Coalition Letter, [1/28/15](#)]

Gas Tax Hike Coalition Letter: “I Write To Express Our Strong Opposition To Legislation That Includes An Increase To The Federal Gas Tax.” According to a letter written by the Gas Tax Hike Coalition and signed by 50 conservative groups, “On behalf of our organizations and the millions of Americans we represent across all 50 states, I write to express our strong opposition to legislation that includes an increase to the federal gas tax. Not only is increasing the gas tax an ineffective way to address the nation’s transportation infrastructure needs, it would further increase the burden of government on families and business – and would disproportionately hurt lower income Americans already hurt by trying times in our economy.” [Gas Tax Hike Coalition Letter, [1/28/15](#)]

Some Tea Party Groups & Republicans Are Even Trying To Fundamentally Dismantle The Federal Government’s Role In Funding Transportation

Conservative Groups And GOP Lawmakers “Appear To Be Seizing” On The Transportation Funding Shortfall As “An Opportunity To Reopen A Policy Debate” While “Downplaying The Dire ‘Mayday’ Warnings.” According to the National Journal, “On one hand, some conservative groups and Republican lawmakers appear to be seizing on the funding shortfall as an opportunity to reopen a policy debate over what they see as another broken program in Washington. At the same time they are downplaying the dire ‘mayday’ warnings as they engage in that debate.” [National Journal, [6/25/14](#)]

Senior House Republican Aide On Possible Transportation Government Shutdown: “We’ve Been Through Real Crises—This Is Not One Of Those,” It “Simply Means That Some Projects Will Not Get Funded For A While.” According to the National Journal, ‘We’ve been through real crises—this is not one of those,’ said a senior House Republican aide. ‘No highways are being shut down; nobody’s going to be stacking tires in the road. It just simply means that some projects will not get funded for a while.’” [National Journal, [6/25/14](#)]

Heritage Foundation “Applauds” Efforts Of Lawmakers To Cut Through The “Hyperbole” Of Warnings That A Crisis Will Occur If Congress Fails To Act Now On Transportation Funding. According to the National Journal, “Dan Holler, a spokesman for Heritage Action, offered a similar argument, saying the highway fund is clearly spending beyond its means. Like Keller, he said Heritage applauds the efforts of some lawmakers to consider other solutions and cut through what he called the ‘hyperbole’ of warnings that a crisis will occur if Congress fails to act now.” [National Journal, [6/25/14](#)]

Heritage Action On Possible Highway Trust Fund Shortfall: “What Exactly Is The Crisis?” According to a blog post by Heritage Action Communications Director Dan Holler, “That was President Obama’s argument today as he urged Congress to bail out the federal Highway Trust Fund (HTF). In a letter sent to states yesterday, Obama’s transportation secretary Anthony Foxx ‘attempted to provides [sic] states with the most equitable, straightforward approach possible for managing this crisis.’ What exactly is the crisis?” [HeritageAction.com, [7/2/14](#)]

Americans for Prosperity On Transportation Funding: “The Federal Government Needs To Refocus Its Priorities And Return More Decision Rights To The States, Where They Belong.” According to a legislative alert from Americans for Prosperity, “The general principles that would improve transportation infrastructure funding in the United States are not complex. The federal government needs to refocus its priorities and return more decision rights to the states, where they belong.” [Americans For Prosperity Legislative Alert , [5/14/14](#)]

Club For Growth President: Federal Government Should “Devolve Highway Funding To The States”; Increase In Gas Tax “Terribly Anti-American.” According to Newsmax, “The Club for Growth on Wednesday slammed a bipartisan proposal to raise the federal gas tax to pay for road and transit programs as ‘bad policy’ and ‘terribly anti-American.’ ‘This is a \$164 billion tax increase, plain and simple,’ Chris Chocola, the group’s president, said in a statement. ‘It’s not an example of political courage to avoid reforming a broken system. ‘Rather than perpetuate this failed system, Congress should devolve highway funding to the states and let them fund their own infrastructure needs,’ Chocola said.” [Newsmax.com, [6/18/14](#)]

Tea Party Lawmakers Sen. Mike Lee And Rep. Tom Graves Sponsored Transportation Legislation “That Transfers All Authority Over Federal Highway And Transit Programs To The States Over The Next Five Years.” According to Bloomberg, “Two senators aligned with the Tea Party — Mike Lee of Utah and Marco Rubio of Florida — are getting an early start on what is expected to be a tough election-year fight between Big Business and the anti-tax movement over federal highway funding. The two yesterday introduced a measure that transfers all authority over federal highway and transit programs to the states over the next five years. [...] Rep. Tom Graves, a Georgia Republican, has introduced the same measure in his chamber.” [Bloomberg.com, [11/15/13](#)]

- **The Transportation Empowerment Act Would “Gradually Eliminate Federal Funding Of Transportation Projects.”** According to The Hill, “A bill filed by Sen. Mike Lee (R-Utah) and Rep. Tom Graves (R-Ga.) would gradually eliminate federal funding of transportation projects. The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents-per-gallon to 3.7 cents in five years.”[Hill, [11/15/13](#)]
- **Bill Would Replace Federal Funding With Block Grants And Lower The Federal Gasoline Tax From 18.4 Cents A Gallon To 3.7 Cents.** According to The Hill, “A bill filed by Sen. Mike Lee (R-Utah) and Rep. Tom Graves (R-Ga.) would gradually eliminate federal funding of transportation projects. The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents-per-gallon to 3.7 cents in five years. During the same time period, the bill would transfer authority over federal highways and transit programs to states and replace current congressional appropriations with block grants.” [Hill, [11/15/13](#)]
- **The Bill “Repeals The Authorization Of Federal Assistance To States For Historic Bridges” And “Limits Federal Assistance” For Bridge Replacement And Rehabilitation.** According to Congress.gov, H.R.3486, the Transportation Empowerment Act, “Limits federal assistance to states for highway bridge replacement and rehabilitation to bridges on the federal-aid highway system. Repeals the authorization of federal assistance to states for historic bridges.” [H.R.3486, Congress.gov, [11/14/13](#)]

Rep. Paul Ryan Gave A “Shout Out” To Rep. Tom Graves And Sen. Mike Lee For Introducing The Transportation Empowerment Act At CPAC. According to Heritage Action, “Rep. Paul Ryan (R-WI) 63% gave a shout out to Rep. Tom Graves (R-GA) 86% and Sen. Mike Lee (R-UT) 100% for introducing the Transportation Empowerment Act (TEA) at CPAC Thursday.” [HeritageAction.com, [3/6/14](#)]

Heritage Action Will Score Co-Sponsorship Of Transportation Empowerment Act. According to the Heritage Action website, “Sen. Mike Lee (R-UT) and Rep. Tom Graves (R-GA) introduced the Transportation Empowerment Act (S.1702/H.R. 3486), which would turn back control of the federal highway program (including transit) to the states by incrementally decreasing the federal gas tax and the size of the federal program, and in turn empower the states to fund and manage their transportation programs and priorities—not those of Washington bureaucrats or influential lobbyists. [...] Heritage Action supports S. 1702 / H.R. 3486 and will include CO-SPONSORSHIP of this legislation in our scorecard.” [Heritage Action.com, [11/14/13](#)]

There Are Currently 46 Cosponsors Of The House Version Of The Transportation Empowerment Act. According to Congress.gov, There are 46 cosponsors of H.R.3486, the Transportation Empowerment Act. [H.R.3486, Congress.gov, [11/14/13](#)]

States Represented By Tea Party Republicans Need Federal Transportation Spending

States That Pay More Gas Taxes Into The Highway Trust Fund Than They Get Back Are “Donor” States And States That Receive More Federal Funds Than Collected Are “Donee” States. According to a report from Transportation for America, “The federal gas tax is tied to gas consumption and driving, and many states view this revenue as owed to the states where it was collected. ‘Donor’ states — those that pay more gas taxes into the Highway Trust Fund than they get back – fought for a better rate of return, while ‘donee’ states that got back more federal funds than collected in their state argued that the condition of the nationwide system is in the federal interest.” [T4America.org, [March 2011](#)]

GAO: Under The 2005 Highway Bill, “Every State Received More Funding For Highway Programs Than They Contributed To The Highway Account Of The Highway Trust Fund.” According to the Government Accountability Office website, “From 2005 to 2009, every state received more funding for highway programs than they contributed to the Highway Account of the Highway Trust Fund. In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorized \$197.5 billion for the Federal-Aid Highway Program for fiscal years 2005 through 2009. This was possible because more funding was authorized and apportioned than was collected from the states, and the fund was augmented with about \$30 billion in general revenues since fiscal year 2008.” [GAO.gov, [9/8/11](#)]

COLORADO

Colorado Rep. Mike Coffman Cosponsored The Transportation Empowerment Act, Which Would “Eliminate Federal Funding Of Transportation Projects.” According to The Hill, “A bill filed by Sen. Mike Lee (R-Utah) and Rep. Tom Graves (R-Ga.) would gradually eliminate federal funding of transportation projects. The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents-per-gallon to 3.7 cents in five years.” According to Congress.gov, Colorado Rep. Mike Coffman is a cosponsor of H.R.3486, the Transportation Empowerment Act. [H.R.3486, Congress.gov, [11/14/13](#); Hill, [11/15/13](#)]

- **Roughly 52% Of Colorado’s Highway And Transit Transportation Budgets From 2001 Through 2012 Was Made Up Of Was Federal Dollars.** According to Transportation for America, 52.3% of Colorado’s highway and transit transportation budgets from 2001 through 2012 was comprised of federal dollars. [T4America.org, Accessed [6/30/14](#)]
- **Colorado Has Over 500 Structurally Deficient Bridges, The 30th-Highest Number In The Country.** According to the Federal Highway Administration’s data on deficient bridges by state and highway system, Colorado has the 30th-highest number of structurally deficient bridges in the country, with 529. [FHWA.gov, [December 2014](#)]

GEORGIA

Georgia Rep. Tom Graves Sponsored The Transportation Empowerment Act, Which Would “Eliminate Federal Funding Of Transportation Projects;” Five Additional Georgia Reps. Are Cosponsoring The Bill. According to The Hill, “A bill filed by Sen. Mike Lee (R-Utah) and Rep. Tom Graves (R-Ga.) would gradually eliminate federal funding of transportation projects. The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents-per-gallon to 3.7 cents in five years.” According to Congress.gov, three Congressmen from Georgia, Reps. Rob Woodall, Lynn Westmoreland, Paul Broun, Phil Gingrey and Doug Collins are cosponsors of H.R.3486, the Transportation Empowerment Act. [H.R.3486, Congress.gov, [11/14/13](#); Hill, [11/15/13](#)]

- **Roughly 60% Of Georgia’s Highway And Transit Transportation Budgets From 2001 Through 2012 Was Made Up Of Federal Dollars.** According to Transportation for America, 60.4% of Georgia’s highway and transit transportation budgets from 2001 through 2012 was comprised of federal dollars. [T4America.org, Accessed [6/30/14](#)]
- **Georgia Has 785 Structurally Deficient Bridges, The 27th-Highest Number In The Country.** According to the Federal Highway Administration’s data on deficient bridges by state and highway system, Georgia has the 27th-highest number of structurally deficient bridges in the country, with 785. [FHWA.gov, [December 2014](#)]

IDAHO

Idaho Rep. Raul Labrador Cosponsored The Transportation Empowerment Act, Which Would “Eliminate Federal Funding Of Transportation Projects.” According to The Hill, “A bill filed by Sen. Mike Lee (R-Utah) and Rep. Tom Graves (R-Ga.) would gradually eliminate federal funding of transportation projects. The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents-per-gallon to 3.7 cents in five years.” According to Congress.gov, Idaho Rep. Raul Labrador is a cosponsor of H.R.3486, the Transportation Empowerment Act. [H.R.3486, Congress.gov, [11/14/13](#); Hill, [11/15/13](#)]

- **Sixty-Eight Percent Of Idaho’s Highway And Transit Transportation Budgets From 2001 Through 2012 Was Made Up Of Federal Dollars.** According to Transportation for America, 68% of Idaho’s highway and transit transportation budgets from 2001 through 2012 was comprised of federal dollars. [T4America.org, Accessed [6/30/14](#)]
- **Idaho Has Over 400 Structurally Deficient Bridges, The 34th-Highest Number In The Country.** According to the Federal Highway Administration’s data on deficient bridges by state and highway system, Idaho has the 34th-highest number of structurally deficient bridges in the country, with 406. [FHWA.gov, [December 2014](#)]

INDIANA

Indiana Reps. Todd Rokita and Marlin Stutzman Cosponsored The Transportation Empowerment Act, Which Would “Eliminate Federal Funding Of Transportation Projects.” According to The Hill, “A bill filed by Sen. Mike Lee (R-Utah) and Rep. Tom Graves (R-Ga.) would gradually eliminate federal funding of transportation projects. The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents-per-gallon to 3.7 cents in five years.” According to Congress.gov, two Congressmen from Indiana, Reps. Todd Rokita and Marlin Stutzman, are cosponsors of H.R.3486, the Transportation Empowerment Act. [H.R.3486, Congress.gov, [11/14/13](#); Hill, [11/15/13](#)]

- **Fifty-Five Percent Of Indiana’s Highway And Transit Transportation Budgets From 2001 Through 2012 Was Made Up Of Federal Dollars.** According to Transportation for America, 55.2% of Indiana’s highway and transit transportation budgets from 2001 through 2012 was comprised of federal dollars. [T4America.org, Accessed [6/30/14](#)]

- **Indiana Has 1,900 Structurally Deficient Bridges, The 13th-Highest Number In The Country.** According to the Federal Highway Administration's data on deficient bridges by state and highway system, Indiana has the 13th-highest number of structurally deficient bridges in the country, with 1,902. [FHWA.gov, [December 2014](#)]

KANSAS

Kansas Sen. Pat Roberts Cosponsored The Transportation Empowerment Act, Which Would “Eliminate Federal Funding Of Transportation Projects.” According to The Hill, “A bill filed by Sen. Mike Lee (R-Utah) and Rep. Tom Graves (R-Ga.) would gradually eliminate federal funding of transportation projects. The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents-per-gallon to 3.7 cents in five years.” According to Congress.gov, Kansas Sen. Pat Roberts is a cosponsor of S.1702, the Transportation Empowerment Act. [S.1702, Congress.gov, [11/14/13](#); Hill, [11/15/13](#)]

- **Nearly 50% Of Kansas’ Highway And Transit Transportation Budgets From 2001 Through 2012 Was Made Up Of Federal Dollars.** According to Transportation for America, 48.4% of Kansas’ highway and transit transportation budgets from 2001 through 2012 was comprised of federal dollars. [T4America.org, Accessed [6/30/14](#)]
- **Kansas Has Over 2,500 Structurally Deficient Bridges, The Seventh-Highest Number In The Country.** According to the Federal Highway Administration's data on deficient bridges by state and highway system, Kansas has the seventh-highest number of structurally deficient bridges in the country, with 2,416. [FHWA.gov, [December 2014](#)]

LOUISIANA

Louisiana Rep. Steve Scalise Cosponsored The Transportation Empowerment Act, Which Would “Eliminate Federal Funding Of Transportation Projects.” According to The Hill, “A bill filed by Sen. Mike Lee (R-Utah) and Rep. Tom Graves (R-Ga.) would gradually eliminate federal funding of transportation projects. The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents-per-gallon to 3.7 cents in five years.” According to Congress.gov, Louisiana Rep. Steve Scalise is a cosponsor of H.R.3486, the Transportation Empowerment Act. [H.R.3486, Congress.gov, [11/14/13](#); Hill, [11/15/13](#)]

- **Roughly 50% Of Louisiana’s Highway And Transit Transportation Budgets From 2001 Through 2012 Was Made Up Of Federal Dollars.** According to Transportation for America, 50.4% of Louisiana’s highway and transit transportation budgets from 2001 through 2012 was comprised of federal dollars. [T4America.org, Accessed [6/30/14](#)]
- **Louisiana Has Over 1,830 Structurally Deficient Bridges, The 14th-Highest Number In The Country.** According to the Federal Highway Administration's data on deficient bridges by state and highway system, Louisiana has the 14th-highest number of structurally deficient bridges in the country, with 1,837. [FHWA.gov, [December 2014](#)]

MISSOURI

Missouri Rep. Billy Long Cosponsored The Transportation Empowerment Act, Which Would “Eliminate Federal Funding Of Transportation Projects.” According to The Hill, “A bill filed by Sen. Mike Lee (R-Utah) and Rep. Tom Graves (R-Ga.) would gradually eliminate federal funding of transportation projects. The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents-per-gallon to 3.7 cents in five years.” According to Congress.gov, Missouri Rep. Billy Long is a cosponsor of H.R.3486, the Transportation Empowerment Act. [H.R.3486, Congress.gov, [11/14/13](#); Hill, [11/15/13](#)]

- **Roughly 63% Of Missouri’s Highway And Transit Transportation Budgets From 2001 Through 2012 Was Made Up Of Was Federal Dollars.** According to Transportation for America, 63.2% of Missouri’s highway and

transit transportation budgets from 2001 through 2012 was comprised of federal dollars. [T4America.org, Accessed [6/30/14](#)]

- **Missouri Has Over 3,300 Structurally Deficient Bridges, The Fourth-Highest Number In The Country.** According to the Federal Highway Administration's data on deficient bridges by state and highway system, Missouri has the fourth-highest number of structurally deficient bridges in the country, with 3,310. [FHWA.gov, [December 2014](#)]

NORTH CAROLINA

Four North Carolina Congressmen Cosponsored The Transportation Empowerment Act, Which Would “Eliminate Federal Funding Of Transportation Projects.” According to The Hill, “A bill filed by Sen. Mike Lee (R-Utah) and Rep. Tom Graves (R-Ga.) would gradually eliminate federal funding of transportation projects. The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents-per-gallon to 3.7 cents in five years.” According to Congress.gov, North Carolina Reps. Walter Jones, Robert Pittenger, George Holding, and Richard Hudson are cosponsors of H.R.3486, the Transportation Empowerment Act. [H.R.3486, Congress.gov, [11/14/13](#); Hill, [11/15/13](#)]

- **Nearly 50% Of North Carolina’s Highway And Transit Transportation Budgets From 2001 Through 2012 Was Made Up Of Federal Dollars.** According to Transportation for America, 48.3% of North Carolina’s highway and transit transportation budgets from 2001 through 2012 was comprised of federal dollars. [T4America.org, Accessed [6/30/14](#)]
- **North Carolina Has Over 2,300 Structurally Deficient Bridges, The 10th-Highest Number In The Country.** According to the Federal Highway Administration’s data on deficient bridges by state and highway system, North Carolina has the 10th-highest number of structurally deficient bridges in the country, with 2,308. [FHWA.gov, [December 2014](#)]

OHIO

Ohio Rep. Jim Jordan Cosponsored The Transportation Empowerment Act, Which Would “Eliminate Federal Funding Of Transportation Projects.” According to The Hill, “A bill filed by Sen. Mike Lee (R-Utah) and Rep. Tom Graves (R-Ga.) would gradually eliminate federal funding of transportation projects. The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents-per-gallon to 3.7 cents in five years.” According to Congress.gov, Ohio Rep. Jim Jordan is a cosponsor of H.R.3486, the Transportation Empowerment Act. [H.R.3486, Congress.gov, [11/14/13](#); Hill, [11/15/13](#)]

- **Fifty-Nine Percent Of Ohio’s Highway And Transit Transportation Budgets From 2001 Through 2012 Was Made Up Of Federal Dollars.** According to Transportation for America, 59% of Ohio’s highway and transit transportation budgets from 2001 through 2012 was comprised of federal dollars. [T4America.org, Accessed [6/30/14](#)]
- **Ohio Has Over 2,000 Structurally Deficient Bridges, The 11th-Highest Number In The Country.** According to the Federal Highway Administration’s data on deficient bridges by state and highway system, Ohio has the 11th-highest number of structurally deficient bridges in the country, with 2,080. [FHWA.gov, [December 2014](#)]

OKLAHOMA

Oklahoma Reps. Jim Bridestine and James Lankford Cosponsored The Transportation Empowerment Act, Which Would “Eliminate Federal Funding Of Transportation Projects.” According to The Hill, “A bill filed by Sen. Mike Lee (R-Utah) and Rep. Tom Graves (R-Ga.) would gradually eliminate federal funding of transportation projects. The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents-per-gallon to 3.7 cents in five years.” According to Congress.gov, two

Congressmen from Oklahoma, Reps. Jim Bridestine and James Lankford, are cosponsors of H.R.3486, the Transportation Empowerment Act. [H.R.3486, Congress.gov, [11/14/13](#); Hill, [11/15/13](#)]

- **Nearly 62% Of Oklahoma’s Highway And Transit Transportation Budgets From 2001 Through 2012 Was Made Up Of Federal Dollars.** According to Transportation for America, 61.6% of Oklahoma’s highway and transit transportation budgets from 2001 through 2012 was comprised of federal dollars. [T4America.org, Accessed [6/30/14](#)]
- **Oklahoma Has Over 4,200 Structurally Deficient Bridges, The Third-Highest Number In The Country.** According to the Federal Highway Administration’s data on deficient bridges by state and highway system, Oklahoma has the third-highest number of structurally deficient bridges in the country, with 4,216. [FHWA.gov, [December 2014](#)]

PENNSYLVANIA

Pennsylvania Rep. Joseph Pitts Cosponsored The Transportation Empowerment Act, Which Would “Eliminate Federal Funding Of Transportation Projects.” According to The Hill, “A bill filed by Sen. Mike Lee (R-Utah) and Rep. Tom Graves (R-Ga.) would gradually eliminate federal funding of transportation projects. The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents-per-gallon to 3.7 cents in five years.” According to Congress.gov, Pennsylvania Rep. Joseph Pitts is a cosponsor of H.R.3486, the Transportation Empowerment Act. [H.R.3486, Congress.gov, [11/14/13](#); Hill, [11/15/13](#)]

- **Nearly 50% Of Pennsylvania’s Highway And Transit Transportation Budgets From 2001 Through 2012 Was Made Up Of Federal Dollars.** According to Transportation for America, 47.4% of Pennsylvania’s highway and transit transportation budgets from 2001 through 2012 was comprised of federal dollars. [T4America.org, Accessed [6/30/14](#)]
- **Pennsylvania Leads The Nation In The Number Of Bridges Classified As Structurally Deficient With Over 5,000.** According to the Federal Highway Administration’s data on deficient bridges by state and highway system, Pennsylvania has the highest number of structurally deficient bridges in the country, with 5,050. [FHWA.gov, [December 2014](#)]

SOUTH CAROLINA

South Carolina Reps. Trey Gowdy, Jeff Duncan And Mick Mulvaney Cosponsored The Transportation Empowerment Act, Which Would “Eliminate Federal Funding Of Transportation Projects.” According to The Hill, “A bill filed by Sen. Mike Lee (R-Utah) and Rep. Tom Graves (R-Ga.) would gradually eliminate federal funding of transportation projects. The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents-per-gallon to 3.7 cents in five years.” According to Congress.gov, three Congressmen from South Carolina, Reps. Trey Gowdy, Jeff Duncan and Mick Mulvaney are cosponsors of H.R.3486, the Transportation Empowerment Act. [H.R.3486, Congress.gov, [11/14/13](#); The Hill, [11/15/13](#)]

- **Nearly 80% Of South Carolina’s Highway And Transit Transportation Budgets From 2001 Through 2012 Was Made Up Of Federal Dollars.** According to Transportation for America, 79.5% of South Carolina’s highway and transit transportation budgets from 2001 through 2012 was comprised of federal dollars. [T4America.org, Accessed [6/30/14](#)]
- **South Carolina Has Over 1,000 Structurally Deficient Bridges, The 23rd-Highest Number In The Country.** According to the Federal Highway Administration’s data on deficient bridges by state and highway system, South Carolina has the 23rd-highest number of structurally deficient bridges in the country, with 1,031. [FHWA.gov, [December 2014](#)]

WISCONSIN

Wisconsin Sen. Ron Johnson Cosponsored The Transportation Empowerment Act, Which Would “Eliminate Federal Funding Of Transportation Projects.” According to The Hill, “A bill filed by Sen. Mike Lee (R-Utah) and Rep. Tom Graves (R-Ga.) would gradually eliminate federal funding of transportation projects. The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents-per-gallon to 3.7 cents in five years.” According to Congress.gov, Wisconsin Sen. Ron Johnson is a cosponsor of S.1702, the Transportation Empowerment Act. [S.1702, Congress.gov, [11/14/13](#); Hill, [11/15/13](#)]

- **Over 50% Of Wisconsin’s Highway And Transit Transportation Budgets From 2001 Through 2012 Was Made Up Of Federal Dollars.** According to Transportation for America, 54.4% of Wisconsin’s highway and transit transportation budgets from 2001 through 2012 was comprised of federal dollars. [T4America.org, Accessed [6/30/14](#)]
- **Wisconsin Has Nearly 1,200 Structurally Deficient Bridges, The 17th-Highest Number In The Country.** According to the Federal Highway Administration’s data on deficient bridges by state and highway system, Wisconsin has the 17th-highest number of structurally deficient bridges in the country, with 1,212. [FHWA.gov, [December 2014](#)]

States Suffer From Inaction And Uncertainty

LOOMING HIGHWAY TRUST FUND SHORTFALL IS STALLING VITAL PROJECTS NATIONWIDE

The Hill: “The Uncertainty Of Federal Transportation Funding Is Already Causing State And Local Governments To Cancel Construction Projects.” According to The Hill, “The uncertainty of federal transportation funding is already causing state and local governments to cancel construction projects, infrastructure advocates in Washington are saying. Lawmakers are struggling to come up with a way to pay for an extension of the current transportation funding measure, which is scheduled to expire in May. The looming deadline is causing states to reconsider projects they had planned for the summer months, according to the American Association of State Highway and Transportation Officials (AASHTO).” [The Hill, [3/23/15](#)]

AP: “The Total Amount Of Money Available To States From The Federal Highway Trust Fund Has Declined 3.5 Percent During The Five-Year Period Ending In 2013.” “Figures compiled by The Associated Press show the total amount of money available to states from the Federal Highway Trust Fund has declined 3.5 percent during the five-year period ending in 2013, the latest year for which numbers were available. During that span, the amount of inflation-adjusted federal highway money dropped in all states but Alaska and New York.” [Associated Press, [2/21/15](#)]

“State Transportation Departments Around The Country Are Easing Off The Gas Pedal As The Federal Highway Trust Fund Barrels Toward Insolvency.” According to Stateline, “Instead of shifting into high gear during what is normally the peak of construction season, state transportation departments around the country are easing off the gas pedal as the federal Highway Trust Fund barrels toward insolvency sometime next month.” [Stateline, [7/2/14](#)]

ARIZONA

Arizona Department Of Transportation Is Facing \$408 Million In Cuts From Its Road Improvement Budget Over The Next Five Years Due To “Unstable” Funding. According to the Phoenix Business Journal, “Funded by unstable state and federal sources, the Arizona Department of Transportation is facing \$408 million in cuts from its road improvement budget over the next five years.” [Phoenix Business Journal, [2/19/15](#)]

“ADOT Should Be Spending \$13 Billion To Preserve What Now Exists” But “With Congressional Stalemates And An Uninterested State Legislature, ADOT Only Has \$1.1 Billion To Spend By 2020, A Shortfall Of \$11.9 Billion.” According to the Phoenix Business Journal, “As it stands, over the next five years, ADOT should be spending \$13 billion to preserve what now exists. With Congressional stalemates and an uninterested state Legislature, ADOT only has \$1.1 billion to spend by 2020, a shortfall of \$11.9 billion.” [Phoenix Business Journal, [2/19/15](#)]

“More Than 50 Percent Of The State's Bridges Are In Fair Or Poor Condition And Nearly 40 Percent Of The Non-Interstate Highway Roads Fall Into The ‘Repair Me’ Categories” However Money “Isn’t Available” To Fix Them.

According to the Phoenix Business Journal, “More than 50 percent of the state's bridges are in fair or poor condition and nearly 40 percent of the non-interstate highway roads fall into the ‘repair me’ categories. Money for the needed repairs just isn't available. ADOT projects that it needs \$260 million per year to keep even with deteriorating roads. In fiscal 2015-16, the agency has over \$193 million, a 25 percent shortfall. Even with ADOT putting two-thirds of its five-year budget into preservation, the maintenance budget is still short more than \$11 billion by 2020.” [Phoenix Business Journal, 2/19/15]

ARKANSAS

Arkansas State Highway and Transportation Department Withdrew 61 Construction Projects Scheduled For Consideration Due To The Uncertainty Of Federal Reimbursements From The Federal Highway Trust Fund.

According to KASU.org, “The Arkansas State Highway and Transportation Department (AHTD) has withdrawn 56 construction projects scheduled for consideration in its April 21, 2015 bid opening due to continuing uncertainty of Federal-aid reimbursements available from the Federal Highway Trust Fund. The estimated value of projects withdrawn from the April bid opening is more than \$112 million and includes \$50 million authorized by the Arkansas Highway Commission for its 2015 highway overlay program. This brings the total number of projects withdrawn from the 2015 bid openings to 61.” [KASU.org, [3/24/15](#)]

The Estimated Value Of Transportation Projects Withdrawn From The April Bid Opening Is “More Than \$112 Million.” According to KASU.org, “The estimated value of projects withdrawn from the April bid opening is more than \$112 million and includes \$50 million authorized by the Arkansas Highway Commission for its 2015 highway overlay program. This brings the total number of projects withdrawn from the 2015 bid openings to 61.” [KASU.org, [3/24/15](#)]

Arkansas Highway & Transportation Department Cancelled Its 2015 Highway Overlay Program. According to The City Wire, “The estimated value of projects is more than \$112 million and includes \$50 million authorized by the Arkansas Highway Commission for its 2015 highway overlay program, according to an AHTD statement issued Tuesday (March 24).” [The CityWire.com, [3/24/15](#)]

- **AHTD Director Scott Bennett: “Now That We Have Canceled Our Overlay Program For This Year, There Are Few Areas In The State That Are Not Affected By Projects Withdrawn From The April Bid Letting.”** According to the Courier News, “‘Now that we have canceled our overlay program for this year, there are few areas in the state that are not affected by projects withdrawn from the April bid letting,’ said AHTD Director Scott Bennett.” [Courier News, [3/28/15](#)]
- **Bennett: “The Lack Of An Overlay Program Is Going To Make Repairing The [Road] Damage That Has Occurred [From Winter Weather] Even More Challenging.”** According to The City Wire, “‘(O)ur State’s highway infrastructure has suffered severe damage from a harsh winter weather season. The lack of an overlay program is going to make repairing the damage that has occurred even more challenging,’ [AHTD Director Scott] Bennett noted.” [The CityWire.com, [3/24/15](#)]

Arkansas Highway & Transportation Department: 20,000 Jobs Could Be Lost Unless Highway Trust Fund Replenished. According to “If the federal Highway Trust Fund is allowed to go bankrupt, Arkansas stands to lose \$750 million in federal highway funding over the rest of this fiscal year and the next, Arkansas Highway and Transportation Department Director Scott Bennett said Wednesday. [...] Bennett told the commission that would force the state to make sweeping cancellations or delays of highway projects and would cost about 20,000 jobs directly and indirectly.” [Arkansas News Bureau, [6/4/14](#)]

CALIFORNIA

Nearly 600 “Major Projects” Worth More than \$11 Billion Could Be Affected In California If The Highway Trust Fund Runs Out Of Money. According to Reuters, “If Congress can’t agree on an alternative way to increase transportation money by late summer – or take the easier path of a short-term fund transfer – the consequences could be huge, halting or

slowing work on thousands of projects. This could idle hundreds of thousands of workers at a time when the U.S. economy is finally gaining some traction. A funding crisis would affect the nearly 600 major projects under way in California at a cost of more than \$11 billion, said Mark Dinger, spokesman for the state's Department of Transportation." [Reuters, [5/7/14](#)]

California Considered Charging Drivers By Miles Traveled, Because It “Faces Nearly A \$300 Billion Bill In The Next 10 Years Just To Bring Its Highways, Freeways And Bridges To An Acceptable State Of Repair,” According to the San Gabriel Valley Tribune, “The decline in the trust fund is not news. It has been going broke and is in much need of a fix but it needs a permanent, long- term fix, not a patch job,’ said Hasan Ikhata, executive director of the Southern California Association of Governments, referring to an \$11-billion stop-gap bill passed by Congress last summer that will expire in May. [...] California faces nearly a \$300 billion bill in the next 10 years just to bring its highways, freeways and bridges to an acceptable state of repair, Ikhata said. California is preparing a VMT pilot project that would test a system that charges each driver by the vehicle miles traveled (VMT), instead of paying the 52.9 cents per gallon state gas tax at the pump. Washington and Oregon have already tested such as system. Last year, SCAG estimated a VMT of \$0.05 per mile would raise \$110.3 billion a year for six Southern California counties: Los Angeles, Ventura, Orange, Riverside, San Bernardino and Imperial.” [San Gabriel Valley Tribune, [2/23/15](#)]

COLORADO

Highway Trust Fund Shortfall Could “Spell Doom” For Work To Widen Interstate 25 To Ease Congestion Between Denver And Fort Collins As Well As Future Road, Bridge And Transit Projects Across Colorado. According to the Coloradoan, “The Colorado Department of Transportation is banking on federal help to widen Interstate 25 to ease congestion between Denver and Fort Collins. But that and other future road, bridge and transit projects across Colorado may never get off the ground unless Congress finds a permanent fix for the perennial funding shortage plaguing the federal Highway Trust Fund, officials say. But that and other future road, bridge and transit projects across Colorado may never get off the ground unless Congress finds a permanent fix for the perennial funding shortage plaguing the federal Highway Trust Fund, officials say. The fund — made up of federal gas taxes — is expected to run out of money by Oct. 1, when fiscal year 2015 begins, according to the nonpartisan Congressional Budget Office. That could spell doom for plans to add a third lane to I-25 in the Front Range, which would cost \$1 billion or more.” [Coloradoan, [3/29/14](#)]

The Federal Highway Trust Fund Gave Colorado “Nearly 9 Percent Less” In 2014 Than In 2008, And The State’s Department Of Transportation Spent \$5 Billion Less On Roads. According to the Associated Press, “As funding for highway construction and upkeep dwindles, Colorado has increasingly turned toward a once-unthinkable way to fund road expansion: tolls. The federal highway trust fund gave the state nearly 9 percent less last year than in 2008 after adjusting for inflation, mirroring a nationwide dwindling of earmarked funds for road maintenance. But in Colorado, state budget woes and a unique tax limitation law have exacerbated the trend, according to transportation officials. The state’s Department of Transportation said it now spends \$1.2 billion on roads when in 2007 it spent today’s equivalent of \$1.7 billion.” [Associated Press, [2/21/15](#)]

Colorado Has Been Forced To Rely On Private Companies To Charge Tolls, DOT Executive Director Don Hunt: “We Just Don’t Have Any Other Place To Turn.” According to the Associated Press, “Reshuffling the way the agency manages its available cash has let it keep up with maintenance needs so far, Hunt said, but he called that ‘pulling the last rabbit out of the hat.’ To expand lanes the agency is relying on private companies to charge tolls. Some residents last year objected to the state allowing a firm to charge vehicles for use of additional lanes on U.S. 36 between Denver and Boulder. But the state also plans to allow a company to charge tolls on new I-70 lanes both in the mountains and on the way to the airport. ‘We just don’t have any other place to turn,’ [outgoing Department of Transportation executive director Don] Hunt said. ‘We can’t grow by millions of people and not invest in transportation.’” [Associated Press, [2/21/15](#)]

GEORGIA

Georgia DOT Has Not Awarded “Practically Any New Contracts Since The Beginning Of The Year, Compared To The Previous Rate Of Dozens Per Month,” Due To Reduced Federal Highway Funding. According to the Morris News Service, “[Gov. Nathan] Deal announced Wednesday that he intends to sign a compromise passed late Tuesday by the General Assembly that boosts state taxes on gasoline and diesel, adds fees for electric vehicles and hotel stays, while also eliminating tax breaks for Delta Air Lines and the buyers of electric cars. A major reason Deal and other supporters of the bill have given for the necessity of this legislation is the decline in federal funding. Officials with the Georgia Department of

Transportation repeatedly tell civic clubs, legislators and anyone listening that the state is bracing for the shutoff of the Washington spigot. The flow's decline to a mere drip meant that the department has not been able to award practically any new contracts since the beginning of the year, compared to the previous rate of dozens per month." [Morris News Service, [4/2/15](#)]

“Not Likely” That Georgia’s \$1 Billion Transportation Funding Plan Would Pay For Anything But A “Mountainous Backlog Of Maintenance.” According to the Atlanta Journal Constitution, “The Legislature passed a \$1 billion transportation funding plan last week, but don’t go looking for new rail lines or some towering new interchange that will solve all the problems on I-75 and I-285. What you’ll see instead is work on a mountainous backlog of maintenance: some resurfaced roads, filled-in potholes and bridges that can support the weight they were designed to carry. ‘We may be able to do other projects outside of maintenance,’ said state Department of Transportation Commissioner Russell McMurry in an exclusive interview with The Atlanta Journal-Constitution. ‘But not like rebuilding 285 or something huge like that.’” [Atlanta Journal Constitution, [4/6/15](#)]

Transportation Consultants And State Officials “Made It Clear” That “A Billion Dollars Per Year Was The Bare Minimum Needed Just To Bring The Transportation System Georgia Already Has Up To Snuff.” According to the Atlanta Journal Constitution, “Sorry, folks. A billion bucks just isn’t what it used to be. Transportation consultants and state officials made it clear from the start of the debate over transportation funding last year that a billion dollars per year was the bare minimum needed just to bring the transportation system Georgia already has up to snuff.” [Atlanta Journal Constitution, [4/6/15](#)]

HNTB Study: “To Pay For ‘The Full Universe Of Transportation Needs [In Georgia], Including Establishment Of Passenger Rail Systems,’ Would Cost \$4 To \$5 Billion Per Year.” According to the Atlanta Journal Constitution, “To really get people moving — expanding transit, widening interstates, building new interchanges — would cost a little less than \$3 billion a year, according to an HNTB study. And to pay for ‘the full universe of transportation needs in the state, including establishment of passenger rail systems,’ would cost \$4 to \$5 billion per year, the study said.” [Atlanta Journal Constitution, [4/6/15](#)]

Georgia Transportation Commissioner Russell McMurry Stated That “329 Projects Totaling \$715 Million, Some Of Them Still In Preliminary Planning Stages, Would Be Delayed Because Of Federal Funding Concerns.” According to The Bond Buyer, “Georgia Transportation Commissioner Russell McMurry said earlier this month that 329 projects totaling \$715 million, some of them still in preliminary planning stages, would be delayed because of federal funding concerns.” [Bond Buyer, [3/25/15](#)]

Based On Population, Georgia Has Experienced “The Third-Largest Drop” In Federal Transportation Money Available From The Highway Trust Fund Since 2008. According to the Associated Press, “Figures compiled by The Associated Press show the total amount of money available to Georgia from the Federal Highway Trust Fund has declined 12 percent during the five-year period ending in 2013, the latest year for which numbers were available. That’s compared to a 3.5 percent nationally during the same time frame. The amount of inflation-adjusted federal highway money available to Georgia dropped 18.8 percent since 2008. Based on population, Georgia experienced the third-largest drop in money available from the fund since 2008 behind only Minnesota and Washington.” [Associated Press, [2/22/15](#)]

IOWA

Iowa’s \$1.2 Billion Road Safety, Maintenance And Modernization Projects Were “In Jeopardy” Because Of Uncertainty In Congress Over Federal Highway Funding. According to The Des Moines Register, “The Iowa Transportation Commission on Tuesday approved a five-year, \$2.7 billion road construction program, although state officials warned the plans are in jeopardy because of uncertainty in Congress over federal highway funding. State officials said a major focus of highway spending between the 2015 and 2019 state fiscal years will be stewardship of Iowa’s existing state road system, with more than \$1.2 billion programmed for safety, maintenance and modernization projects. [Des Moines Register, [6/10/14](#)]

The Road Improvement Program: The Poor Conditions Of Iowa’s Major Urban Roads, Highways, And Bridges “Are Only Going To Get Worse” If “A Long-Term Federal Surface Transportation Program” Is Not Approved. According to Equipment World, “Twenty-seven percent of Iowa’s major urban roads and highways are in poor condition, and

21 percent of the state's bridges are structurally deficient, according to a report from The Road Improvement Program (TRIP). [...] "These conditions are only going to get worse if greater funding is not made available at the local, state and federal levels," said Will Wilkins, TRIP's executive director. "Congress can help by approving a long-term federal surface transportation program that provides adequate funding levels, based on a reliable funding source. If not, Iowa is going to see its future federal funding threatened, resulting in fewer road and bridge improvements, loss of jobs, and a burden on the state's economy." [Equipment World, [2/19/15](#)]

- **TRIP Executive Director Will Wilkins: Without A Long-Term Federal Program Iowa Will "See Its Future Federal Funding Threatened, Resulting In Fewer Road And Bridge Improvements, Loss Of Jobs, And A Burden On The State's Economy."** According to Equipment World, "Twenty-seven percent of Iowa's major urban roads and highways are in poor condition, and 21 percent of the state's bridges are structurally deficient, according to a report from The Road Improvement Program (TRIP). [...] "These conditions are only going to get worse if greater funding is not made available at the local, state and federal levels," said Will Wilkins, TRIP's executive director. "Congress can help by approving a long-term federal surface transportation program that provides adequate funding levels, based on a reliable funding source. If not, Iowa is going to see its future federal funding threatened, resulting in fewer road and bridge improvements, loss of jobs, and a burden on the state's economy." [Equipment World, [2/19/15](#)]

KENTUCKY

The Project To Improve The Brent Spence Bridge Between Kentucky And Ohio "Has Been Stuck In The Planning Stages For Years, Mainly Because Of A Lack Of Federal Funding." According to the Cincinnati Enquirer, "The leading Republican gubernatorial ticket in Kentucky wants to take a whole new look at the Brent Spence Bridge project if elected, examining potential new sites for a bridge, truck bans and a possible tunnel, while asking Ohio to pay more for the estimated \$2.6 billion project. [...] The 51-year-old bridge's conditioning is worsening and it carries more than double the daily traffic it was intended to. The project has been stuck in the planning stages for years, mainly because of a lack of federal funding. Ohio Gov. John Kasich and Kentucky Gov. Steve Beshear have said tolls are the only way to get the project done. Northern Kentucky state lawmakers, however, have long rejected tolls, fearing Northern Kentucky commuters would bear most of the costs." [Cincinnati Enquirer, [1/11/15](#)]

- **"Ohio Gov. John Kasich And Kentucky Gov. Steve Beshear Have Said Toll Is The Only Way To Get The Project Done."** According to the Cincinnati Enquirer, "The leading Republican gubernatorial ticket in Kentucky wants to take a whole new look at the Brent Spence Bridge project if elected, examining potential new sites for a bridge, truck bans and a possible tunnel, while asking Ohio to pay more for the estimated \$2.6 billion project. [...] The 51-year-old bridge's conditioning is worsening and it carries more than double the daily traffic it was intended to. The project has been stuck in the planning stages for years, mainly because of a lack of federal funding. Ohio Gov. John Kasich and Kentucky Gov. Steve Beshear have said tolls are the only way to get the project done. Northern Kentucky state lawmakers, however, have long rejected tolls, fearing Northern Kentucky commuters would bear most of the costs." [Cincinnati Enquirer, [1/11/15](#)]

Funding For Kentucky's Construction Program Will Be Reduced Without "Dramatic Intervention" And Its Transportation Budget Shortfalls "Could Be Much Worse If The Highway Trust Fund Runs Dry." According to the Courier-Journal, "Wolfe said one thing is certain about Kentucky's construction program: It will be reduced without "dramatic intervention" at both the state and federal levels. Unless the state General Assembly acts to stabilize the state motor-fuels tax, it likely will fall by 5.1 cents per gallon on April 1, Wolfe said, an additional loss to the 4.3 cents per gallon it already declined on Jan. 1. The result would be a road fund shortfall of \$56.4 million in the current fiscal year that ends in June and \$194.2 million that ends a year later. And those shortfalls could be much worse if the Highway Trust Fund runs dry. According to a report from a federal report released this month called Beyond Traffic, the FHA estimates that about \$77 billion in annual investment is needed to meet the needs of the federal-aid highway system." [Courier-Journal, [2/22/15](#)]

Kentucky Postponed \$185 Million Work Of Construction Projects Due To A Potential Highway Trust Fund Shortfall, Including The Widening Of Interstate 65 And Various Highway Repaving Projects. According to the Associated Press, "Kentucky Gov. Steve Beshear says the state has postponed \$185 million worth of construction projects because of a looming shortfall in the federal Highway Trust Fund. The delayed projects include the widening of Interstate 65 and various highway repaving projects. Beshear blamed Congress for the shortfall and said he hopes they can pass a bill fixing the problem so the projects can begin this fall." [Associated Press, [7/2/14](#)]

LOUISIANA

Officials At The Louisiana State Department Of Transportation And Development “Are Scrambling To Avoid The Loss Of Federal Dollars Because Of The State’s Revenue Problems.” According to The Advocate, “Officials at the state Department of Transportation and Development are scrambling to avoid the loss of federal dollars because of the state’s revenue problems. That means even some modest highway improvements that would have been easily done in the past, like upgrading a 4-mile stretch of U.S. 90 near Crowley, will languish.” [Advocate, [4/6/15](#)]

Due To Potential Loss Of Federal Dollars, “Even Some Modest Highway Improvements That Would Have Been Easily Done In The Past...Will Languish.” According to The Advocate, “Officials at the state Department of Transportation and Development are scrambling to avoid the loss of federal dollars because of the state’s revenue problems. That means even some modest highway improvements that would have been easily done in the past, like upgrading a 4-mile stretch of U.S. 90 near Crowley, will languish.” [Advocate, [4/6/15](#)]

The Advocate: “Proposals Like A New Bridge Across The Mississippi River Near Baton Rouge, Which Could Cost Up To \$1 Billion, Appear Even More Remote” Because Of A Potential Highway Trust Fund Shortfall. According to The Advocate, “Officials at the state Department of Transportation and Development are scrambling to avoid the loss of federal dollars because of the state’s revenue problems. [...] Proposals like a new bridge across the Mississippi River near Baton Rouge, which could cost up to \$1 billion, appear even more remote.” [Advocate, [4/6/15](#)]

Construction On “Multimillion Dollar” Interstate 49 Was Delayed Due To A “Lack Of Money,” And “Officials Are Hesitant To Say When The Project Will Be Complete.” According to the Daily Comet, “The decades long, multimillion dollar Interstate 49 project that would connect New Orleans to Lafayette is delayed by a lack of money, state officials said. The project will convert 160 miles of U.S. 90 between Lafayette and New Orleans into an interstate-quality roadway, enhancing travel between the two cities but ultimately across the state and nation once completed, according to state Department of Transportation and Development officials. [...] [U.S. Rep. Steve] Scalise said local, state, and federal officials need to continue making the completion of the I-49 corridor a priority until it is completed. [I-49 International Coalition Executive Director Gard] Wayt, however, said as long as there's a gridlock in Congress, local projects shouldn't expect any real work to get done. Instead, the coalition and DOTD have begun to look for alternative ways of paying for the project, like the tolls, he said. Locals have wondered if the project will ever be complete. Some say the project has been going on so long, with signs saying ‘Future I-49 Corridor’ in place since the mid-1990s, that they've forgotten about work being done on it. DOTD first began talking about the project in the late 1980s. Officials are hesitant to say when the project will be complete.” [Daily Comet, [4/7/15](#)]

MINNESOTA

“Gov. Mark Dayton Regularly Points To A Slowing Flow Of Money From Washington For Highway Construction As A Reason Minnesota Taxpayers Are Stuck With A Bigger Burden.” According to Minnesota Public Radio, “In making his case for higher state transportation taxes, Gov. Mark Dayton regularly points to a slowing flow of money from Washington for highway construction as a reason Minnesota taxpayers are stuck with a bigger burden. ‘It's not going to come from the federal government. It's not going to come from the sky,’ Dayton bluntly told a delegation from Bemidji during its annual Capitol lobbying day. ‘So it's going to have to come from our pockets.’” [Minnesota Public Radio, [2/21/15](#)]

Construction On Minnesota’s Lexington Avenue Interchange, Which Carries About 85,000 Vehicles Daily, “Would Be Imperiled If The Highway Trust Fund Slides Into Insolvency.” According to USA Today, “Among projects that would be imperiled if the Highway Trust Fund slides into insolvency: The Lexington Avenue interchange project on state Highway 36 in Ramsey County, Minn. Lexington Avenue is an important roadway that carries about 85,000 vehicles daily through that interchange, according to NACo.” [USA Today, [6/17/14](#)]

MISSOURI

The Cost To Rebuild A “Crumbling” 200-Mile Span Of Interstate 70 In Missouri Is Estimated At “As Much As Five Times” The Yearly Construction And Maintenance Budget Of The State's Transportation Department. According to

the Associated Press, Touted as one of the first interstate highways, a 200-mile span of Interstate 70 between suburban St. Louis and Kansas City stands as a prime example of the challenges facing the nation's roads. Built in the 1950s and '60s with a 20-year-life expectancy, the four-lane highway is crumbling beneath its surface and clogged with traffic as it carries more than 30,000 vehicles a day on many of its rural stretches, requiring more frequent repaving. The cost to rebuild and widen it is estimated at \$2 billion to \$4 billion - as much as five times the projected yearly construction and maintenance budget of Missouri's transportation department." [Associated Press, [2/21/15](#)]

NEW HAMPSHIRE

New Hampshire Had "To Shelve Or Delay Routine Maintenance On Secondary Roads And Bridges" As Federal Money Flowing Into The State "Has Slowed." According to the Associated Press, "New Hampshire has had to shelve or delay routine maintenance on secondary roads and bridges as the rate of federal money flowing into the state for highway improvements has slowed over the past decade. These delays, state transportation officials say, will ultimately cost the state more. Figures compiled by The Associated Press show the total amount of money available to New Hampshire from the Federal Highway Trust Fund fell by more than 5 percent from 2008 to 2013. McKenna said state DOT figures, which are on a different fiscal year, show spending per person on roads and bridges fell from about \$161 in 2008 to \$134 in 2013, a decline of more than 16 percent." [Associated Press, [2/22/15](#)]

- **Feeder Roads In New Hampshire "Are Being Neglected," Instead Of Not Spending That Much On Preventive Maintenance, "The State Is Likely To Face A Much Bigger Tab Down The Road For Significant Reconstruction."** According to the Associated Press, "But the feeder roads are being neglected, so instead of spending relatively little money now in ongoing preventive maintenance, the state is likely to face a much bigger tab down the road for significant reconstruction. Examples of what can happen when road maintenance is deferred are evident throughout Strafford and Rockingham counties. One example is Route 108 in Durham. A widening and reconstruction project that was planned years ago has seen delays that enabled the road to deteriorate and require additional work at a higher final cost. 'That is a perfect example of what happens with deferred maintenance,' said Doug DePorter, district engineer for N.H. Department of Transportation's District 6 in Durham. 'As time went on, more and more of that pavement totally failed.'" [Associated Press, [2/22/15](#)]
- **Deputy Transportation Commissioner Patrick McKenna: "Out In The Rural Areas, The Roads Are Falling Apart...We're Doing Our Best To Keep Them Together But The Funding Has Not Kept Up."** According to the Associated Press, "Deputy transportation Commissioner Patrick McKenna said at the same time those federal dollars have slowed, the state was borrowing money for big-ticket projects like the expansion of Interstate 93, improvements to the turnpike system and replacing the Memorial Bridge linking Portsmouth to Kittery, Maine. [...] 'Out in the rural areas, the roads are falling apart,' McKenna said. 'We're doing our best to keep them together but the funding has not kept up. On the substantial investments in critical infrastructure, what is frequently looked at as a fairly substantial increase in spending is very much masked by the fact that it hasn't been funded by our policy makers, it's been financed. And that's a really, really bad trend.'" [Associated Press, [2/22/15](#)]

NORTH CAROLINA

Triangle Business Journal: "If A Lack Of Adequate Revenue Into The Federal Highway Trust Fund Is Not Addressed By Congress, Funding For Highway And Transit Improvements In North Carolina Could Be Cut By \$1 Billion." According to the Triangle Business Journal, "The balance in the Highway Account of the Federal Highway Trust Fund is expected to drop below \$1 billion this summer, which will trigger delays in the federal reimbursement to North Carolina and other states for road, highway and bridge projects and likely result in states delaying or postponing numerous projects, the report says. And if a lack of adequate revenue into the Federal Highway Trust Fund is not addressed by Congress, funding for highway and transit improvements in North Carolina could be cut by \$1 billion for the federal fiscal year beginning Oct. 1." [Triangle Business Journal, [5/25/14](#)]

Transportation Advocacy Group N.C. Go! Estimated That North Carolina's "Transportation Funding Shortfall Could Reach \$60 Billion By 2040." According to StarNews Online, "But the funds to implement all of the proposals aren't there right now, with N.C. Go! -- a statewide transportation advocacy group -- estimating the state's transportation funding shortfall could reach \$60 billion by 2040. And with both the state and federal gas taxes, which generate most of the funds for

the N.C. Department of Transportation, on a downward curve as people drive more fuel-efficient vehicles and legislators leery of raising any taxes or fees, the proverbial writing is on the wall.” [StarNews Online, [2/22/15](#)]

- **Former Member Of The North Carolina Board Of Transportation State Sen. Michael Lee: “To Say We're At A Crisis Point Isn't Really An Understatement.”** According to StarNews Online, “But the funds to implement all of the proposals aren't there right now, with N.C. Go! -- a statewide transportation advocacy group -- estimating the state's transportation funding shortfall could reach \$60 billion by 2040. And with both the state and federal gas taxes, which generate most of the funds for the N.C. Department of Transportation, on a downward curve as people drive more fuel-efficient vehicles and legislators leery of raising any taxes or fees, the proverbial writing is on the wall. ‘To say we're at a crisis point isn't really an understatement,’ said state Sen. Michael Lee, R-New Hanover, who used to represent the region on the N.C. Board of Transportation.” [StarNews Online, [2/22/15](#)]

OHIO

ODOT Projected A “\$372 Million Gap Between Projects On Its Commitment List And Available Funding In 2016.” According to The Columbus Dispatch, “ODOT now projects a \$372 million gap between projects on its commitment list and available funding in 2016.” [Columbus Dispatch, [2/22/15](#)]

Ohio's Transportation Funding Gap “Could Grow To More Than \$1 Billion By 2017” If Federal Money Remains Stagnant Or Declines. According to The Columbus Dispatch, “Lawmakers and governors nationwide are confronting similar realities — how to address an aging network of roads, highways and bridges when federal money for such projects has remained stagnant or declined. Estimates peg the difference between the amount of funding needed for road projects and the amount available at tens of billions of dollars. Ohio's own gap could grow to more than \$1 billion by 2017.” [Columbus Dispatch, [2/22/15](#)]

OREGON

Oregon's Department Of Transportation Will Have To Reduce The Number Of Future Highway Improvement Projects “Until The Highway Trust Fund's Long Term Funding Challenges Are Addressed.” According to Oregon.gov, “Because ODOT's State Highway Fund resources are generally fully dedicated to debt service, highway maintenance, and agency operations, federal highway funds are the only source of funding for new construction projects that preserve and improve the state highway system. [...] According to Director Matthew Garrett, ODOT will take a conservative approach to its construction program to deal with this significant uncertainty and risk. ‘If Congress has not resolved funding for 2015 by early this fall, we will have to delay sending some projects to bid and construction,’ Garrett said. And the uncertainty will ripple into planning for the future. ‘We're about to start work on the 2017-2020 STIP, but it's hard to plan projects six years from now when you don't know how much money we're going to get six months from now. Until the Highway Trust Fund's long term funding challenges are addressed ODOT will have to make conservative assumptions about federal funding as we begin to develop the next STIP, reducing the number of projects we will be able to develop.’” [Oregon.gov, Accessed [7/1/14](#)]

Oregon Cannot Financially Support Its Plan To Retrofit The “Hundreds Of Bridges That Are Likely To Fail In A Major Earthquake Or Are Getting Too Old To Support Heavy Trucks” Without More Funding. According to the Associated Press, “Oregon has a plan for retrofitting the hundreds of bridges that are likely to fail in a major earthquake or are getting too old to support heavy trucks. It just doesn't have a way to pay for it all, and prospects for finding a solution are dim. The federal gas tax hasn't been raised in 21 years, and Oregon's share has been declining for years. The state gas tax, a major funding source for transportation infrastructure projects, hasn't generated enough to repair the state's roads and bridges as cars have gotten better mileage or quit using gas at all, and a new system of charging motorists by the mile rather than the gallon is still in the experimental stage.” [Associated Press, [2/21/15](#)]

- **AP: Scientists Think Oregon “Is Due For A Massive Quake, And Officials Want To Make Safety Improvements To Get Ready.”** According to the Associated Press, “Earthquakes were not considered a major threat in Oregon until the 1980s, and bridges built before that weren't designed to withstand them. Scientists think the region is due for a massive quake, and officials want to make safety improvements to get ready.” [Associated Press, [2/21/15](#)]

ODOT Spokesperson Travis Brouwer: If There Was A Major Earthquake In Oregon, Without Improvements, “Areas Of The State Will Be Cut Off For Years By Highway... You'll Be Relying On Helicopters.” According to the Associated Press, “Earthquakes were not considered a major threat in Oregon until the 1980s, and bridges built before that weren't designed to withstand them. Scientists think the region is due for a massive quake, and officials want to make safety improvements to get ready. ‘Areas of the state will be cut off for years by highway,’ said Oregon Department of Transportation Assistant Director for Communications Travis Brouwer. ‘You'll be relying on helicopters.’” [Associated Press, [2/21/15](#)]

PENNSYLVANIA

NBC 10: “Pennsylvania’s Crumbling Bridges Are Affecting Public Safety.” “Pennsylvania’s crumbling bridges are affecting public safety according to state leaders. Since the NBC10 Investigators exposed the problem, state politicians — including a former governor — have called out their federal counterparts to fund a fix. Pennsylvania passed a \$900 million funding bill in 2014 to fix broken bridges, but it only pays for repairs on a quarter of the state’s structurally deficient bridges. The NBC10 investigators found some of those bridges are closed or have weight restrictions. Some are near or next to fire houses.” [NBC 10, [3/13/15](#)]

Pennsylvania Passed A \$900 Million Funding Bill To Fix Bridges Because It Had Not Gotten Help From Washington, But “It Only Pays For Repairs On A Quarter Of The State’s Structurally Deficient Bridges.”

“Pennsylvania passed a \$900 million funding bill in 2014 to fix broken bridges, but it only pays for repairs on a quarter of the state’s structurally deficient bridges. The NBC10 investigators found some of those bridges are closed or have weight restrictions. Some are near or next to fire houses. ‘At some point you've got to do your job,’ Pennsylvania Senate Majority Leader Jake Corman (R-34th) said. Corman helped pass the \$900 million bill to fix more than 500 state bridges. He said the state had to do what it could, without help from Washington. ‘It was clear they weren't moving very fast and so instead of waiting and allowing our infrastructure to crumble, we went out ahead of them,’ he said. The state senator isn’t alone in his concern over a lack of federal funding.” [NBC 10, [3/13/15](#)]

The Amount Of Funding Pennsylvania Receives From The Federal Highway Trust Fund Has Stagnated, “While The Cost And Number Of Projects In Need Have Soared.” According to Trib Total Media, “Pennsylvania has decreased its backlog of structurally deficient bridges by 34 percent during the past seven years but leads the nation, and officials fear that if Congress fails to act on a transportation funding bill, the backlog could grow again. Like most states, Pennsylvania relies on the Federal Highway Trust Fund for a significant chunk of its road funding. But that funding — \$1.64 billion for the state in 2013 — was about the same as it was in 2004, while the cost and number of projects in need have soared.” [Trib Total Media, [2/21/15](#)]

“Pennsylvania Is Among One-Fourth Of The States That Have Increased Transportation Taxes Or Fees In The Past Two Years To Bridge The Funding Gap.” According to Trib Total Media, “In response, Pennsylvania is among one-fourth of the states that have increased transportation taxes or fees in the past two years to bridge the funding gap. Several states have increases on the agenda this year. Pennsylvania lawmakers approved Act 89 in late 2013, a law that hikes wholesale gasoline taxes and other vehicle-related fees that is expected to raise \$2.3 billion by its fifth year. The state initiatives stand in stark contrast to inaction in Congress, where a temporary funding patch is scheduled to expire in May and lawmakers have been at odds over a long-term highway plan.” [Trib Total Media, [2/21/15](#)]

RHODE ISLAND

In 2014 Rhode Island “Temporarily Halted Nearly All New Highway Construction Projects” Due To Looming Highway Trust Fund Shortfall. According to Stateline, “In Rhode Island, which relies on about \$200 million a year in federal funds to plan, build and maintain the state's transportation infrastructure, the transportation department has temporarily halted nearly all new highway construction projects to ensure sufficient funds for projects that are already underway, including the Providence Viaduct, which takes I-95 through the city.” [Stateline, [7/2/14](#)]

With Federal Funding Stalled, The State Of Rhode Island Had To Borrow \$1.3 Million From The City Of Newport To “Finally Get The Broadway Streetscape Project Completed.” According to Newport Patch, “Bone-rattling Broadway will finally get fixed this year thanks to \$1.3 million loan from Newport to the state in what local officials call a ‘strategically innovative funding solution’ to detour a backlog in federal highway funds and finally get the Broadway Streetscape Project

completed. It is unusual, if not unprecedented for a municipality to lend money to the state, a fact noted by members of the Newport City Council Wednesday night before unanimously approving the loan, which will be repaid to the city within two years, without interest. [...] Funding for the project has been stalled since Federal Highway Trust Fund money stopped being doled out to states during the federal shutdown and sequester last year.” [Newport Patch, [1/15/15](#)]

VIRGINIA

WTOP: “If Virginia Doesn’t Get Federal Funding, Certain Road Projects Could Be Abandoned For Good.”

According to WTOP, “If Virginia doesn’t get federal funding, certain road projects could be abandoned for good. Two years after the state passed a comprehensive transportation tax package, which took 27 years, there’s no stomach to raise much-needed funds for road improvements, says Virginia Transportation Secretary Aubrey Layne.” [WTOP, [2/22/15](#)]

Virginia’s New Express Lanes On I-95 Were “Financed Partly By Private Investors Who Have A Long-Term Contract To Collect Tolls.” According to the Associated Press, “Virginia recently scrapped its per-gallon gasoline tax in favor of a new tax on the wholesale price of gas and a higher tax on other retail sales. The state also has turned to public-private partnerships to build projects. Among them are new express lanes that opened in December on Interstate 95 in northern Virginia, a \$925 million project financed partly by private investors who have a long-term contract to collect tolls.” [Associated Press, [2/22/15](#)]

Northern Virginia Transportation Alliance’s Bob Chase: “Federal Neglect Of The Nation’s Transportation Infrastructure Is Really Appalling.” According to the WTOP, “The problem is that federal investment keeps declining as revenue keep declining, says Bob Chase with the Northern Virginia Transportation Alliance. The federal gas tax, which goes into the federal ‘Highway Trust Fund,’ hasn’t increased since 1993. That means states get less federal transportation funding. ‘The pot of money remains the same while the needs continue to grow,’ Chase says. ‘Federal neglect of the nation’s transportation infrastructure is really appalling. All across the country states are stepping up to do more, to do their share, and the federal government is doing less.’” [WTOP, [2/22/15](#)]

Virginia Could Lose Roughly 57% Of The State’s Construction Budget Due To Highway Trust Fund Shortfall.

According to the Daily Press, “A year after enacting a transportation law meant to provide stable funding for construction and maintenance, the state may soon lose more than half of its transportation construction funds, and Transportation Secretary Aubrey Layne is warning that the state may face a serious funding shortfall. That money in jeopardy comes from the federal Department of Transportation highway trust fund, which pays for road construction and transit across the nation. [...] Layne said Virginia receives about \$1.2 billion each year from the trust fund. That covers about 57 percent of the state's construction budget.” [Daily Press, [5/4/14](#)]

- **The Highway Trust Fund Provides Funding To 350 “Crucial” Construction Projects And 50 Mass-Transit Operations In Virginia.** According to the Richmond Times-Dispatch, “Gov. Terry McAuliffe promised Wednesday to take politics out of decisions about what transportation projects get built under Virginia’s new, \$13.1 billion six-year improvement program. [...] The governor chided Congress for not acting on the Federal Surface Transportation and Highway Trust Fund, which provides funding that is crucial to 350 projects in Virginia and 50 mass-transit operations in the state. ‘If Congress does not act soon, the highway trust fund could go bankrupt as early as August,’ he said.” [Richmond Times-Dispatch, [6/18/14](#)]

WEST VIRGINIA

“Federal Cash For Building And Fixing West Virginia Roads Has Diminished At More Than Twice The Five-Year National Rate.” According to the Associated Press, “Federal cash for building and fixing West Virginia roads has diminished at more than twice the five-year national rate - a key factor as a governor-appointed panel considers ways to find another \$1 billion-plus for the state's ailing highways and bridges. Figures compiled by The Associated Press show the total amount of money available to states from the Federal Highway Trust Fund has declined 3.5 percent during the five-year period ending in 2013, the latest year for which numbers were available. West Virginia's allocation fell by 9.1 percent over that period - or 16 percent when adjusted for inflation - putting the Mountain State down \$43.3 million in 2013 compared to 2008. In terms of percentage drop, it's the fifth biggest overall in the nation.” [Associated Press, [2/21/15](#)]

West Virginia Needed To Find “\$1 Billion-Plus For The State's Ailing Highways And Bridges.” According to the Associated Press, “Federal cash for building and fixing West Virginia roads has diminished at more than twice the five-year national rate - a key factor as a governor-appointed panel considers ways to find another \$1 billion-plus for the state's ailing highways and bridges. Figures compiled by The Associated Press show the total amount of money available to states from the Federal Highway Trust Fund has declined 3.5 percent during the five-year period ending in 2013, the latest year for which numbers were available. West Virginia's allocation fell by 9.1 percent over that period - or 16 percent when adjusted for inflation - putting the Mountain State down \$43.3 million in 2013 compared to 2008. In terms of percentage drop, it's the fifth biggest overall in the nation.” [Associated Press, [2/21/15](#)]

“West Virginia Division Of Highways Is Responsible For The Sixth-Largest State-Maintained Highway System In The Country.” According to the Associated Press, “In West Virginia, the state Department of Transportation has operated under essentially the same budget for about 15 years, spokesman Brent Walker said. For a small state, West Virginia Division of Highways is responsible for the sixth-largest state-maintained highway system in the country. In September 2013, the Democratic governor's Blue Ribbon Commission on Highways offered some early recommendations, including raising West Virginia Turnpike tolls for the next 30 years to generate between \$600 million and \$1 billion. By selling bonds, the state could use those revenues immediately.” [Associated Press, [2/21/15](#)]

All Road Construction Projects Around West Virginia “Could Come To A Halt” If The Highway Trust Fund Runs Out Of Money. According to the Charleston Gazette, “All road construction projects around the state could come to a halt in August if Congress allows the federal Highway Trust Fund to run out of money, state Transportation Secretary Paul Mattox told legislators Monday. ‘We’d have to stop all construction activity around the state,’ Mattox told the legislative interim Infrastructure Committee. ‘If federal funds would cease, we would run out of cash very quickly.’” [Charleston Gazette, [5/19/14](#)]

WISCONSIN

Wisconsin Assembly Speaker Robin Vos: The Combination Of Stagnating Gas Taxes, Increasing Transportation Construction Costs And Declining Federal Revenue “Is A Toxic Formula.” According to the Associated Press, “Looked at another way, Wisconsin’s dropoff in federal highway money has actually been more precipitous than the five-year figure suggests. Over the past four years, it’s fallen nearly 10 percent from a high of about \$833 million to \$750.6 million in 2013. ‘We have gas taxes, which are stagnant. We have transportation construction costs, which are going up. And then we’ve got federal revenue, which is declining. All of those is a toxic formula,’ Assembly Speaker Robin Vos, R-Rochester, said. ‘We’ve got to take matters into our own hands.’” [Associated Press, [2/21/15](#)]

Wisconsin Department Of Transportation Secretary: Wisconsin “Would Lose 99 Percent” Of Its Federal Funding For Fiscal Year 2015 If The Highway Trust Fund Runs Out. According to the Chippewa Herald, “But Wisconsin Department of Transportation Secretary Mark Gottlieb told the Chippewa County Economic Development Corporation Thursday that the state is looking for ways to fill in the funding gaps so it can continue to fill in the road gaps. It will be a tall order, as was outlined to the more than 30 people attending the session at General Beer Northwest in Chippewa Falls. For example, the federal government's Highway Trust Fund is close to being broke. Gottlieb said without congressional action, it would be insolvent by Labor Day. ‘We would lose 99 percent of our federal funding for fiscal 2015,’ Gottlieb said before the EDC meeting started. And federal funding makes up one-quarter of what the state needs for roads and for transit systems, such as the shared-ride program in Chippewa Falls.” [Chippewa Herald, [4/18/14](#)]

STATE OFFICIALS ACROSS THE COUNTRY ARE URGING CONGRESS TO AVOID A HIGHWAY TRUST FUND SHORTFALL

A Bipartisan Group Of 17 Governors Signed A Letter “Urging Congressional Members To Act And Avoid A Potential Nationwide Transportation Funding Crisis.” According to a press release from the National Transportation Coalition, “A bipartisan group of governors is calling on Congress to take immediate action to avoid a looming national crisis – the expiration of national highway funding. Today, 17 Governors signed a letter urging congressional members to act and avoid a potential nationwide transportation funding crisis. [...] The following 17 governors signed the letter urging congress to act: Governor Mike Beebe (D-AR), Governor Martin O’Malley (D-MD), Governor Mark Dayton (DFL-MN), Governor Steve Bullock (D-MT), Governor Pat McCrory (R-NC), Governor Maggie Hassan (D-NH), Governor Jack Dalrymple (R-

ND), Governor John Kitzhaber (D-OR), Governor Tom Corbett (R-PA), Governor Lincoln Chafee (D-RI), Governor Dennis Daugaard (R-SD), Governor Peter Shumlin (D-VT), Governor Jay Inslee (D-WA) and Governor Scott Walker (R-WI).”
 [National Transportation Coalition Press Release, [7/1/14](#)]

ARIZONA

ADOT Spokeswoman Laura Anderson: “Congress Needs To Either Increase Revenue In The Federal Highway Trust Fund Or Find Some Other Ways To Fund Transportation In This Country.” According to the Associated Press, “The lagging federal funds over the last few years have led to ‘either lower than expected or, in some cases, absolute declines in revenue,’ [ADOT spokeswoman Laura] Anderson said. ‘Congress needs to either increase revenue in the Federal Highway Trust Fund or find some other ways to fund transportation in this country.’” [Associated Press, [2/21/15](#)]

Anderson: Lagging Federal Funds Over The Last Few Years Have Led To “Either Lower Than Expected Or, In Some Cases, Absolute Declines In Revenue.” According to the Associated Press, “The lagging federal funds over the last few years have led to ‘either lower than expected or, in some cases, absolute declines in revenue,’ [ADOT spokeswoman Laura] Anderson said.” [Associated Press, [2/21/15](#)]

ARKANSAS

Arkansas Highway Director Scott Bennett Said That “Over \$160 Million Has Not Found Its Way Into Our State’s Economy This Year” Because Of Stalled Construction Projects. According to KASU.org, “‘The reality is that over \$160 million has not found its way into our State’s economy this year,’ added [AHTD Director Scott] Bennett. ‘Meanwhile, our State’s highway infrastructure has suffered severe damage from a harsh winter weather season. The lack of an overlay program is going to make repairing the damage that has occurred even more challenging. As the Federal Highway Trust Fund heads towards the fiscal cliff, we are not only facing reduced and delayed reimbursements later this year, we are also facing the absence of a Federal-aid highway program next year. Congress must act soon to solve this problem by reinvesting in our Nation’s infrastructure.’” [KASU.org, [3/24/15](#)]

Bennett: “We Are Hoping That A Long-Term Revenue Solution For The Federal Highway Trust Fund Can Be Found So We... Can Continue To Award Planned Construction Projects.” According to a press release from the Arkansas State Highway and Transportation Department, “‘The Federal government is putting the States in a real bind regarding the implementation of much-needed highway projects. We are hoping that a long-term revenue solution for the Federal Highway Trust Fund can be found so we in Arkansas and across the country can continue to award planned construction projects and adequately invest in our nation’s infrastructure,’ [AHTD Director Scott] Bennett added.” [Arkansas State Highway and Transportation Department Press Release, 12/23/14]

CALIFORNIA

CalSTA Secretary Brian Kelly: “We Have Not Had In The Last 25 Years A Revenue Source In Transportation That Is Stable, Ongoing And Commensurate With Our Needs... We Have Fallen Further And Further Behind.” According to the Associated Press, “Lawmakers in Congress and statehouses across the nation are grappling with transportation funding shortfalls. In California, Brown’s vision for an eco-friendly fleet using half as much gasoline by 2030 is clashing with how the state pays for infrastructure. ‘We have not had in the last 25 years a revenue source in transportation that is stable, ongoing and commensurate with our needs,’ said Brian Kelly, Brown’s top transportation aide. ‘We have fallen further and further behind.’” [Associated Press, [2/8/15](#)]

COLORADO

Colorado Gov. John Hickenlooper: “To Be Frank, Too Little Federal Investment In Infrastructure Is Handicapping U.S. Business In Global Markets.” According to The Fiscal Times, “‘To be frank, too little federal investment in infrastructure is handicapping U.S. business in global markets,’ Colorado Gov. John Hickenlooper, chair of the National Governors Association, said during the NGA’s third annual ‘State of the States’ address at the National Press Club in Washington, D.C. ‘What was new 65 years ago now has to be rebuilt or repaired.[. . .] Governors know that you can’t build a competitive economy without the foundation provided by modernized infrastructure.’” [Fiscal Times, [1/6/15](#)]

Colorado DOT Official: “Without Having The Federal Government As A Partner, Major Projects ... Are Probably Not Going To Get Completed Or Get Underway.” According to the Coloradoan, “The fund — made up of federal gas taxes — is expected to run out of money by Oct. 1, when fiscal year 2015 begins, according to the nonpartisan Congressional Budget Office. That could spell doom for plans to add a third lane to I-25 in the Front Range, which would cost \$1 billion or more. ‘Without having the federal government as a partner, major projects like that are probably not going to get completed or get underway,’ said Kurt Morrison, the Colorado Department of Transportation’s federal liaison. ‘We don’t know how we’re going to fund that. ... Our budget is so strained.’” [Coloradoan, [3/29/14](#)]

ILLINOIS

Chicago Mayor Rahm Emanuel: “Our Economy’s Well-Being...Really Depends On Whether The Federal Government Is Going To Get Its Act Going And Make The Investment” In Transit Projects. According to the Chicago Sun-Times, “Transit projects create jobs and when the city has top-notch highway networks, airports and public transit systems, more businesses and their workers are likely to call Chicago home, the mayor and others say. ‘Our economy’s well-being [. . .] really depends on whether the federal government is going to get its act going and make the investment so we can grow as an economy [at] the capacity we really are capable of, and can achieve,’ [Chicago Mayor Rahm] Emanuel said.” [Chicago Sun-Times, [6/5/14](#)]

IOWA

Iowa DOT’s Stuart Anderson: If We Wanted To Address All Of The State’s Infrastructure Needs, “We’d Need Well Over A Billion Dollars In Additional Revenue.” According to WHOtv.com, ‘On Wednesday the governor signed a bill that passed in the House and Senate Tuesday. It’s designed to add about \$215 million per year to the states roads and bridges fund. But it’s only a small portion of the overall roads budget. [...] So, given the roughly \$1.3 billion budget the state is working with annually to repair roads and bridges, [Iowa DOT Director of the Planning, Programming and Modal Division Stuart] Anderson said, this additional \$215 million still isn’t enough. ‘We have 114,000 miles of roads in Iowa and 25,000 bridges and if we wanted to address all those needs we’d need well over a billion dollars in additional revenue,’ he said.’ [WHOtv.com, [2/26/15](#)]

Iowa Officials Warned That The \$900 Million Plan To Upgrade Structurally Deficient State-Owned Bridges Was In Danger Due To Uncertainty In Congress Over Federal Highway Funding. According to The Des Moines Register, “The Iowa Transportation Commission on Tuesday approved a five-year, \$2.7 billion road construction program, although state officials warned the plans are in jeopardy because of uncertainty in Congress over federal highway funding. [...] In addition, the program includes more than \$900 million to upgrade state-owned bridges. Over the last five years, the number of structurally deficient bridges on the state highway system has been cut in half, down to 117 as of 2013, officials said.” [Des Moines Register, [6/10/14](#)]

KENTUCKY

Kentucky Transportation Cabinet Spokesman Chuck Wolfe: Losing Federal Aid Would Be A Serious Matter Because “The States Pay Up Front And Depend On Reimbursement” For Infrastructure Projects. According to The Courier-Journal, “But with the federal Highway Trust Fund set to run out of money due to the expiration of the Moving Ahead for Progress in the 21st Century Act in May, reimbursements for states and cities trying to plan other bridge, road or transit improvements may be delayed. Chuck Wolfe, a spokesman for the Kentucky Transportation Cabinet, whose engineers inspect over 14,000 bridges at least every two years said losing the federal aid would be a serious matter. ‘The states pay up front and depend on reimbursement,’ he said, so a loss of funding would severely hamper the state budgets.” [Courier-Journal, [2/22/15](#)]

Spokesman For The Kentucky Transportation Cabinet Chuck Wolfe Said That “Losing The Federal Aid Would Be A Serious Matter” For Kentucky, And Could Delay “Bridge, Road Or Transit Improvements.” According to the Courier-Journal, “But with the federal Highway Trust Fund set to run out of money due to the expiration of the Moving Ahead for Progress in the 21st Century Act in May, reimbursements for states and cities trying to plan other bridge, road or transit improvements may be delayed. Chuck Wolfe, a spokesman for the Kentucky Transportation Cabinet, whose engineers

inspect over 14,000 bridges at least every two years said losing the federal aid would be a serious matter. ‘The states pay up front and depend on reimbursement,’ he said, so a loss of funding would severely hamper the state budgets.” [Courier-Journal, [2/22/15](#)]

Kentucky Metro Councilman James Peden: “It's Crazy How Many (Poorly Rated Bridges) There Are Out There And How Dangerous They Are.” According to the Courier-Journal, “But in some cases, structures do fall, as was the case when a ‘structurally deficient’ span on Cooper Chapel Road fell into a creek in southern Louisville eight years ago. Fortunately, nobody was harmed in that incident, said Metro Councilman James Peden, whose district includes the century-old structure that was replaced with a new bridge. ‘It's crazy how many (poorly rated bridges) there are out there and how dangerous they are,’ Peden said.” [Courier-Journal, [2/22/15](#)]

MISSOURI

Outgoing Missouri DOT Director Dave Nichols: “We Do Need A Sustainable Funding Program, A Long-Term Bill, Because It Allows States To Plan Lengthy Projects Without Disruptions Of The Federal Financing.” According to AASHTO Journal, “Senators also used the hearing to underscore other issues in a trust fund reauthorization. Claire McCaskill, D-Mo., asked Nichols to explain ‘the consequences’ for state DOTs of Congress repeatedly enacting short-term program extensions such as six-month extension from May rather than a multiyear measure. That exchange starts at about 1 hour, 3 minutes into the committee's video of the hearing webcast. Nichols said he speaks for AASHTO and all state DOTs in saying ‘we do need a sustainable funding program, a long-term bill, because it allows states to plan lengthy projects without disruptions of the federal financing.’” [AASHTOJournal.org, [3/27/15](#)]

Nichols: “It Takes States Time To Prepare Projects, But ‘We're Always On This Precipice’ Of Having Disruptions To The Federal Share ‘And Then We're Going To Have To Stop Or Prevent A Project From Moving Forward.’” According to AASHTO Journal, “Senators also used the hearing to underscore other issues in a trust fund reauthorization. Claire McCaskill, D-Mo., asked Nichols to explain ‘the consequences’ for state DOTs of Congress repeatedly enacting short-term program extensions such as six-month extension from May rather than a multiyear measure. That exchange starts at about 1 hour, 3 minutes into the committee's video of the hearing webcast. Nichols said he speaks for AASHTO and all state DOTs in saying ‘we do need a sustainable funding program, a long-term bill, because it allows states to plan lengthy projects without disruptions of the federal financing. It takes states time to prepare projects, but ‘we're always on this precipice’ of having disruptions to the federal share ‘and then we're going to have to stop or prevent a project from moving forward.’” [AASHTOJournal.org, [3/27/15](#)]

Missouri DOT Spokesman: “Our Ability To Do New Projects Is Almost Eliminated” Because Of Lack Of Federal Funding. According to Stateline, “Missouri, which received 47 percent of its highway and transit dollars from the federal government in fiscal 2011, was among the earliest states to take action in anticipation of the projected Highway Trust Fund shortfall. [...] ‘It's serious because typically transportation projects take a long time to develop, to be designed and constructed,’ said Bob Brendel, a spokesman for the Missouri Department of Transportation. ‘Instead of being able to make strategic decisions, sometimes we're forced to make reactive decisions and that's not the best way to build infrastructure that lasts for decades.’ [...] ‘Our ability to do new projects is almost eliminated,’ Brendel said. ‘We're going to be in virtually a maintenance-only mode, and even that is short of what we need to maintain our system.’” [Stateline, [7/2/14](#)]

NEW HAMPSHIRE

New Hampshire DOT Deputy Commissioner On Looming Highway Trust Fund Shortfall: “It Is A Critical Situation In The State Of New Hampshire.” According to the Eagle Tribune, “The loss of federal funding would severely hamper the I-93 widening between Salem and Manchester, according to DOT Deputy Commissioner Patrick McKenna. A state fuel tax increase of 4.2 cents per gallon, enacted yesterday, will help fund approximately \$200 million of the project, but federal money is still needed, McKenna said. ‘We're relying on \$50 million in federal funds on top of that to complete the work,’ McKenna said. Failure by Congress to act in a timely fashion will just increase the project's price tag, he said. ‘Every delay results in cost increases,’ McKenna said. ‘It is a critical situation in the state of New Hampshire.’” [Eagle Tribune, [7/2/14](#)]

New Hampshire DOT Deputy Transportation Commissioner: “Substantial Investments In Critical Infrastructure... Hasn't Been Funded By Our Policy Makers, It's Been Financed. And That's A Really, Really Bad Trend.” According

to the Associated Press, “Figures compiled by The Associated Press show the total amount of money available to New Hampshire from the Federal Highway Trust Fund fell by more than 5 percent from 2008 to 2013. [New Hampshire Deputy Transportation Commissioner Patrick] McKenna said state DOT figures, which are on a different fiscal year, show that spending per person on roads and bridges fell from about \$161 in 2008 to \$134 in 2013, a decline of more than 16 percent. Nationally, the AP review of the federal data shows the trust fund amount available to states fell by 3.5 percent during the five-year period ending in 2013, the latest year for which numbers were available. During that span, the amount of inflation-adjusted federal highway money dropped in all states but Alaska and New York. ‘Out in the rural areas, the roads are falling apart,’ McKenna said. ‘We’re doing our best to keep them together but the funding has not kept up. On the substantial investments in critical infrastructure, what is frequently looked at as a fairly substantial increase in spending is very much masked by the fact that it hasn’t been funded by our policy makers, it’s been financed. And that’s a really, really bad trend. It’s short-term gain for long-term pain,’ he said.” [Associated Press, [2/21/15](#)]

New Hampshire DOT Deputy Transportation Commissioner: “Out In The Rural Areas, The Roads Are Falling Apart... We’re Doing Our Best To Keep Them Together But The Funding Has Not Kept Up.” According to the Associated Press, “Figures compiled by The Associated Press show the total amount of money available to New Hampshire from the Federal Highway Trust Fund fell by more than 5 percent from 2008 to 2013. [New Hampshire Deputy Transportation Commissioner Patrick] McKenna said state DOT figures, which are on a different fiscal year, show that spending per person on roads and bridges fell from about \$161 in 2008 to \$134 in 2013, a decline of more than 16 percent. Nationally, the AP review of the federal data shows the trust fund amount available to states fell by 3.5 percent during the five-year period ending in 2013, the latest year for which numbers were available. During that span, the amount of inflation-adjusted federal highway money dropped in all states but Alaska and New York. ‘Out in the rural areas, the roads are falling apart,’ McKenna said. ‘We’re doing our best to keep them together but the funding has not kept up.’” [Associated Press, [2/21/15](#)]

NEW YORK

New York City Mayor Bill De Blasio: Without More Federal Funding, NYC Will “Delay Existing Projects, Cancel New Ones And Create Short-Term Fixes That Are More Expensive And Less Efficient Than Long-Term Solutions.” According to Mashable, “In that sense,[Mayor Bill] de Blasio's call to use public transportation is a roundabout way of saying what he actually means: that he wants New Yorkers to support a request to Congress for additional federal funding. ‘Our transportation system keeps this city connected, from the northern tip of the Bronx to Staten Island's south shore,’ the mayor said in an email Thursday morning. ‘But without a strong federal partner, maintaining existing infrastructure and preparing for the future will simply be impossible. We'll have to delay existing projects, cancel new ones and create short-term fixes that are more expensive and less efficient than long-term solutions.’ De Blasio has highlighted U.S. President Barack Obama's six-year, \$478-billion nationwide proposal for highway, bridge and transit upgrades as ‘an ideal framework.’” [Mashable.com, [4/9/15](#)]

De Blasio: “Without A Strong Federal Partner, Maintaining Existing Infrastructure And Preparing For The Future Will Simply Be Impossible.” According to Mashable, “In that sense,[Mayor Bill] de Blasio's call to use public transportation is a roundabout way of saying what he actually means: that he wants New Yorkers to support a request to Congress for additional federal funding. ‘Our transportation system keeps this city connected, from the northern tip of the Bronx to Staten Island's south shore,’ the mayor said in an email Thursday morning. ‘But without a strong federal partner, maintaining existing infrastructure and preparing for the future will simply be impossible.’” [Mashable.com, [4/9/15](#)]

NORTH CAROLINA

North Carolina DOT Official: “If The Money That We Receive From The Federal Gas Tax Stops Coming In, That Essentially Stops Our Construction Program.” According to the Winston-Salem Journal, “Federal taxpayer dollars make up 27 percent of the state’s current highway spending of \$4.3 billion, according to the N.C. Department of Transportation. But the federal dollars make up about 80 percent of the money that pays for such road construction projects as the first leg of the Northern Beltway that’s supposed to go to contract this fall, said Pat Ivey, the division engineer for the N.C. Department of Transportation in Forsyth County. [...] ‘If the money that we receive from the federal gas tax stops coming in, that essentially stops our construction program,’ Ivey said. ‘Clearly that would impact our ability to (award the contract for) the beltway project in October.’” [Winston-Salem Journal, [4/24/14](#)]

NC Gov. Pat McCrory: “The Current Highway Funding Legislation Will Expire In 10 Weeks... States Are In Dire Need Of Meaningful, Long-Term Congressional Action To Avoid Long-Term Dire Consequences.” According to the Bond Buyer, “State transportation departments have no certainty of federal funding after the latest extension of funding for the Highway Trust Fund expires on May 31, said North Carolina Gov. Pat McCrory, who testified on behalf of the National Governors Association. ‘The current highway funding legislation will expire in 10 weeks,’ he said. ‘States are in dire need of meaningful, long-term congressional action to avoid long-term dire consequences in our states.’” [Bond Buyer, [3/17/15](#)]

OHIO

City Of Dayton Mayor: “It Is Imperative That Federal Funding Remain At Or Be Increased Over Current Levels.” According to a blog post by City of Dayton Mayor Nan Whaley on the U.S. Department of Transportation website, “In order for the City of Dayton, as well as the entire country, to continue to address infrastructure needs, it is imperative that Federal funding remain at or be increased over current levels.” [DOT.gov, [6/30/14](#)]

Ohio Department Of Transportation Director Jerry Wray On Inaction On The Highway Trust Fund: “We Need To Know What Resources We Have To Work With. Then We Can Map Out The Future.” According to the Dayton Daily News, “Government data shows Ohio's spending from the federal highway trust fund fell nearly 8 percent from 2008 to 2013. The downward trend is widespread among states. The state proposals stand in stark contrast to the inaction in Congress, where a temporary funding patch is scheduled to expire in May and lawmakers have been at odds over a long-term highway plan. The inaction has been frustrating for top state highway officials like Jerry Wray, director of the Ohio Department of Transportation. ‘We need to know what resources we have to work with. Then we can map out the future and what we need to get,’ Wray said.” [Dayton Daily News, [2/22/15](#)]

U.S. Rep. Jim Renacci Of Ohio: “Congress Can Get Serious About Finding A Long-Term, Sustainable Solution For The Highway Trust Fund.” U.S. Rep. Jim Renacci (R-OH) hosted an infrastructure spending round-table discussion on Monday for local officials and key stakeholders at the Carl B. Stokes U.S. Court House in Cleveland. [...] ‘Last year, America’s deteriorating roads cost drivers more than \$67 billion in repairs and operating costs, or about \$324 per driver,’ Renacci said. ‘I will not pass on the liability of deteriorating roads and bridges to our children and grandchildren. We need to act now to fix the system; that is why I am working on legislation that allows for the consideration of all viable options so that Congress can get serious about finding a long-term, sustainable solution for the Highway Trust Fund.’” [Ripon Advance, [3/31/15](#)]

OKLAHOMA

Oklahoma Governor Mary Fallin On Need For Federal Transportation Bill Passage: “States Need Federal Funding Stability And Certainty To Pursue Long-Term Planning And Project Delivery.” According to a press release from the National Transportation Coalition, “On January 14, Oklahoma Governor Mary Fallin (R-OK), testified before Congress in her capacity as Chairman of the National Governor’s Association and urged Congress to take action. ‘States need federal funding stability and certainty to pursue long-term planning and project delivery,’ said Governor Fallin. ‘All funding options must be on the table for evaluation because existing resources are no longer adequate,’ she added.” [National Transportation Coalition Press Release, [7/1/14](#)]

OREGON

Oregon DOT Official On Potential Highway Trust Fund Shortfall: “Basically Our Entire Capital Construction Program” Could Be Affected. According to The Oregonian, “Bike lane improvements, highway paving, bridge rebuilding and ‘basically our entire capital construction program’ could be affected, said Travis Brouwer, ODOT chief of staff.” [Oregonian, [3/28/14](#)]

Oregon DOT Official On Highway Trust Fund Running Out: “It’s Difficult To Program Projects Six Years From Now When We Don’t Know How Much Money We Will Have Six Months From Now.” According to The Lincoln County Dispatch, “[Oregon Department of Transportation (ODOT) Assistant Director Travis] Brouwer said user fee revenue flowing into the federal Highway Trust Fund is about \$15 billion less than spending levels, in part because the federal gas tax hasn’t been raised since 1993. As a result, since 2008 Congress has had to transfer about \$65 billion in general fund resources into the Trust Fund to prevent deep cuts. Brouwer said last summer’s infusion will run out in May, and at that point Congress

will have to either transfer additional money into the Trust Fund or cut spending on roads and transit by about 30 percent. Brouwer said while Congress has always stepped into fill the gap, he couldn't guarantee that will occur. 'As you can imagine, this uncertainty causes us significant problems in developing projects and planning our long-term STIP capital program,' he said. 'It's difficult to program projects six years from now when we don't know how much money we will have six months from now.'" [Lincoln County Dispatch, [2/21/15](#)]

Oregon Governor John Kitzhaber: "The Federal Government Should Do All It Can To Avoid The Insolvency Of The Federal Highway Trust Fund." According to a press release from the National Transportation Coalition, "Investment in our transportation system is part of the backbone of a strong national economy. The Federal Government should do all it can to avoid the insolvency of the Federal Highway Trust fund," said Oregon Governor John Kitzhaber. 'These dollars directly fund construction and maintenance projects, and provide needed construction jobs in states across the country.'" [National Transportation Coalition Press Release, [7/1/14](#)]

RHODE ISLAND

Rhode Island Gov. Gina Raimondo: "We Need Certainty On Future Transportation Funding And We Need To Fix Our Aging Roads And Bridges." According to the Associated Press, "U.S. Sen. Sheldon Whitehouse said he's trying to get a federal grant to repair the antiquated interchange of Routes 6 and 10. 'We're just going to let these bridges and roads crumble? And then 10 years from now, 20 years from now, somebody else can figure out what to do about it? I think we should do it now,' Reed said. 'Or you're going to see, with increasing frequency, bridges that can't be used.' [Gov. Gina] Raimondo said Rhode Island needs 'the very best highway and transit infrastructure' to attract people and businesses to the state, create jobs and strengthen the economy. She said her forthcoming budget will outline more specific proposals. 'Fixing a bridge or repaving a road, these are the basic minimum services that government must provide,' Raimondo said. 'We need certainty on future transportation funding and we need to fix our aging roads and bridges.'" [Associated Press, [2/21/15](#)]

Rhode Island DOT Director: "It Cannot Be Overstated That [Highway Trust Fund] Insolvency Would Be Crippling For Rhode Island." According to Stateline, "It cannot be overstated that [Highway Trust Fund] insolvency would be crippling for Rhode Island,' Michael P. Lewis, director of the Rhode Island Department of Transportation wrote to the U.S. Senate's Committee on Environment and Public Works in March. Lewis added that the insolvency could put smaller contractors out of business and place stress on the transportation corridor between New York City and Boston.'" [Stateline, [7/2/14](#)]

UTAH

Utah Gov. Gary Herbert: "If Congress Does Not Act Early This Year, Federal Reimbursements From The Highway Trust Fund For State Spending On Contracted Transportation Projects Are At Risk As Soon As This Spring." According to The Fiscal Times, "If Congress does not act early this year, federal reimbursements from the Highway Trust Fund for state spending on contracted transportation projects are at risk as soon as this spring,' [Utah Gov. Gary] Herbert said Tuesday. 'Additionally, unless Congress reauthorizes or extends federal surface transportation laws and programs, they too will expire on May 31 of this year.'" [Fiscal Times, [1/6/15](#)]

Gov. Herbet: The Uncertainty Created By A Highway Trust Fund Shortfall "Will Leave Jobs And Economic Growth At Risk In All Of Our States." According to The Fiscal Times, "If Congress does not act early this year, federal reimbursements from the Highway Trust Fund for state spending on contracted transportation projects are at risk as soon as this spring,' Herbert said Tuesday. 'Additionally, unless Congress reauthorizes or extends federal surface transportation laws and programs, they too will expire on May 31 of this year. The uncertainty created by these two pending events will leave jobs and economic growth at risk in all of our states,' he added.'" [Fiscal Times, [1/6/15](#)]

Utah Governor Gary Herbert: Increase Gasoline Tax To Account For Inflation. According to the Wall Street Journal, "Utah Gov. Gary Herbert, a Republican, suggested that a gas-tax increase should be considered given that inflation has whittled away the revenue coming from the tax. 'I think there needs to be some consideration about adjustments for inflation,' he said. 'The purchasing power we have on a federal gasoline tax has certainly been eroded over the last decade or more,' he said.'" [Wall Street Journal, [7/13/14](#)]

TENNESSEE

Tennessee Transportation Commissioner John Schroer: “I Can't Run A Business Without Having The Consistency Of Funding... It's Something Our Federal Government Has To Address.” According to the Times News, “Congress' inability to pass a long-term funding solution to the Federal Highway Trust Fund is putting the brakes on Tennessee's roads budget, state Transportation Commissioner John Schroer says. Before Congress passed a \$10.8 billion short-term fix to shore up the Federal Highway Trust Fund, Schroer said the Tennessee Department of Transportation delayed action on 13 construction projects carrying a \$200 million-plus price tag. All had been scheduled to be under contract this summer. ‘I can't run a business without having the consistency of funding,’ Schroer said during a recent stop in Kingsport.” [Times News, [9/6/15](#)]

Schroer: “Short-Term [Transportation Funding] Extensions, While They Are OK, Really Don't Address The Issue.” According to the Times News, “Congress' inability to pass a long-term funding solution to the Federal Highway Trust Fund is putting the brakes on Tennessee's roads budget, state Transportation Commissioner John Schroer says. Before Congress passed a \$10.8 billion short-term fix to shore up the Federal Highway Trust Fund, Schroer said the Tennessee Department of Transportation delayed action on 13 construction projects carrying a \$200 million-plus price tag. All had been scheduled to be under contract this summer. ‘I can't run a business without having the consistency of funding,’ Schroer said during a recent stop in Kingsport. ‘It's something our federal government has to address. Short-term extensions, while they are OK, really don't address the issue.’” [Times News, [9/6/15](#)]

Tennessee Governor Bill Haslam: “Everybody Says, ‘I Don't Want To Raise Taxes,’ But They Also Don't Want To See Their Bridges Fall In.” According to the New York Times, “Gov. Bill Haslam of Tennessee, a Republican, was one of the few governors who seemed at least open to the prospect, but he also did not embrace it. Mr. Haslam did, however, note that since the 18.4 cent-per-gallon tax was last raised in 1993, the cost burden actually has been reduced on motorists because cars have become more fuel efficient. ‘Everybody says, ‘I don't want to raise taxes,’ but they also don't want to see their bridges fall in,’ he said of the political dilemma.” [New York Times, [7/13/14](#)]

VERMONT

Vermont Gov. Peter Shumlin: “Without A Resolution To This Fiscal Dilemma Vermont Will Not Be Able To Fund Much-Needed Road, Bridge, Rail And Transit Programs.” According to the Burlington Free Press, “Vermont Gov. Peter Shumlin is urging leaders in Congress to replenish the federal transportation fund so Vermont can move forward with road and bridge projects that he says are critical to job growth, public safety and the health of the state. Shumlin sent a letter to U.S. House Speaker John Boehner, R-Ohio, and Senate Majority Leader Harry Reid, D-Nev., on Wednesday saying a projected shortfall in the Highway Trust Fund could threaten the state's progress in recovering from the Great Recession. ‘Without a resolution to this fiscal dilemma Vermont will not be able to fund much-needed road, bridge, rail and transit programs that are critical every year but especially this year following a particularly harsh winter. At a time when we're working hard to create jobs and grow economic opportunity, prompt Congressional action is critical,’ he wrote.” [Burlington Free Press, [4/16/14](#)]

VT Gov. Peter Shumlin: “What Happens To A Governor Like Me” When There Is Uncertainty Or When The Highway Trust Fund Runs Out Of Money “We Are In A Terrible Position Of Having To Dig For Cash.” According to the transcript of a Senate Committee on Environment and Public Works hearing, “Governor [Peter] Shumlin. [...] ‘We rely upon an ongoing funding stream from the Feds to do our work. What happens to a governor like me is that when there is uncertainty about funding or when the Fund is out of money and you are literally unable to send the match back to the States, we are in a terrible position of having to dig for cash that we didn't anticipate we would need. Or turning to contractors and simply saying, we can't do the work that we contracted with you to do, because we are not sure we can pay the bill.’” [Senate EPW Committee - The Importance of MAP-21 Reauthorization, [1/28/15](#)]

Shumlin: “Small, Rural States” Need The Federal Government Because They “Have A More Intense Infrastructure, More Miles And Bridges To Maintain,” But “Fewer Funding Sources To Do It.” According to the transcript of the Senate Committee on Environment and Public Works hearing, “Governor [Peter] Shumlin. [...] ‘I just want to make a comment about funding. There is sometimes the perception that States can go it alone, that they can figure this out without the partnership of the Federal Government. I want to remind us that, particularly the small, rural States don't have the options for funding that some of the larger States might have. I go across the George Washington Bridge with the EZ Pass and I

dream of having that kind of volume and that kind of passage to get over a bridge. We are often asked, when we hit our transportation challenges, why don't you do tolls in Vermont? Well, we don't have enough people to pay the tolls. We don't have enough traffic to go through. It literally would not be a great giving proposition for us, in all the studies that we have done. So let's remember that while the small, rural States have a more intense infrastructure, more miles and bridges to maintain, we have fewer funding sources to do it. So I really appreciate the opportunity to be before you today, and we would love to answer any questions that you have.” [Senate EPW Committee - The Importance of MAP-21 Reauthorization, [1/28/15](#)]

VIRGINIA

WTOP: “Half Of Virginia’s Transportation Construction Budget Is Federally Funded, So State Officials Have Lobbied The Federal Government To Reverse Its Waning Transportation Support.” According to WTOP, “Two years after the state passed a comprehensive transportation tax package, which took 27 years, there’s no stomach to raise much-needed funds for road improvements, says Virginia Transportation Secretary Aubrey Layne. So he’s pressuring the federal government to do its part, he says. Half of Virginia’s transportation construction budget is federally funded, so state officials have lobbied the federal government to reverse its waning transportation support. From 2008 to 2013, Virginia has lost \$78 million in federal transportation funds.” [WTOP, [2/22/15](#)]

Virginia Transportation Secretary Aubrey Layne On Potential Highway Trust Fund Shortfall: “If Nothing Is Done To Address This Situation, The Consequences Will Be Dire.” According to The Daily Progress, “Virginia’s transportation secretary plans to tell the U.S. Senate Finance Committee today that almost 500 state projects, including 149 bridge replacements, won’t happen unless the federal highway fund is rescued from insolvency, according to a copy of his testimony. Without action to keep highway and transit accounts from dipping into the red by late summer, 44 smaller transit systems in Virginia will run out of money, 350 other projects ‘will [grind] to a halt’ and 175 transit vehicles ‘will not be replaced,’ state Transportation Secretary Aubrey Layne’s prepared testimony says. ‘I want to be clear,’ the 10-page document says, ‘if nothing is done to address this situation, the consequences will be dire.’” [Daily Progress, [5/5/14](#)]

Layne Said That Federal Funds Account For Half Of VA’s Transportation Budget, “Hundreds Of Projects Will Grind To A Halt If The Federal Highway Trust Fund Is Not Stabilized.” According to the Associated Press, “Two years later, there’s no appetite for raising more road money at the state level, says Virginia Transportation Secretary Aubrey Layne. So the state is busy lobbying the federal government to reverse a years long slide in Washington’s financial support for transportation. With federal funds accounting for half of Virginia’s transportation construction budget, Layne says, hundreds of projects will grind to a halt if the federal Highway Trust Fund is not stabilized.” [Associated Press, [2/21/15](#)]

WEST VIRGINIA

West Virginia Highway Engineer Gregory L. Bailey: Because Of Federal Funding Levels “And The Uncertainty,” The Highway Program Has Been Reduced From \$500 Million “To A Little Over \$400 Million A Year.” According to the Engineering News-Record, “In West Virginia, funding uncertainty caused state DOT officials to reduce and rework highway funding levels in 2014, and that has continued this year. Gregory L. Bailey, state highway engineer, says that before 2014, West Virginia’s annual highway program had totaled about \$500 million, but ‘because of the funding levels and the uncertainty, weve [sic] reduced that down to a little over \$400 million a year.’” [Engineering News-Record, 3/9/15]

West Virginia Transportation Secretary Paul Mattox On Potential Highway Trust Fund Shortfall: “We’d Have To Stop All Construction Activity Around The State.” According to the Charleston Gazette, “All road construction projects around the state could come to a halt in August if Congress allows the federal Highway Trust Fund to run out of money, state Transportation Secretary Paul Mattox told legislators Monday. ‘We’d have to stop all construction activity around the state,’ Mattox told the legislative interim Infrastructure Committee. ‘If federal funds would cease, we would run out of cash very quickly.’” [Charleston Gazette, [5/19/14](#)]

Business And Labor Groups Both Support Federal Transportation Spending

A Gas Tax Hike Of 12 Cents Per Gallon Is “Backed By Labor Unions, The U.S. Chamber Of Commerce And The Automobile Association Of America.” According to Bloomberg, “Two U.S. senators on the tax-writing Finance

Committee, Democrat Chris Murphy of Connecticut and Republican Bob Corker of Tennessee, are now pushing a gas tax hike of 12 cents per gallon over the next two years, or six cents a year on regular and diesel fuels, and indexed to inflation afterward. [...] The bipartisan proposal is backed by labor unions, the U.S. Chamber of Commerce and the Automobile Association of America. AAA points to a national poll it commissioned last month that found 52 percent of Americans are willing to pay higher gas taxes for better roads and 68 percent believe the government should invest more in roads, bridges and mass transit.” [Bloomberg, [6/24/14](#)]

BUSINESS

Chambers Of Commerce In 42 States Urged Congress To Make “A Long-Term Extension Of The Highway Trust Fund And Reauthorization Of The Surface Transportation Bill ‘A Top Legislative Priority.’” According to the Washington Post, “Chambers of commerce in 42 states want Congress to take action on infrastructure investment and they want a long-term plan. Lawmakers should make passing a long-term extension of the Highway Trust Fund and reauthorization of the surface transportation bill “a top legislative priority,” the heads of the chambers write in a joint letter to the Republican leaders of the House and Senate and the chairmen of each chamber’s transportation committee.” [Washington Post, [2/26/15](#)]

- **Webb Brown, Chairman Of The Council Of State Chambers: “This Probably Is The First Time That This Many State Chambers Have Had A Joint Statement On A Big Issue Like This.”** According to the Washington Post, “This probably is the first time that this many state chambers have had a joint statement on a big issue like this,” says Webb Brown, chairman of the Council of State Chambers and president of the Montana chamber.” [Washington Post, [2/26/15](#)]

“National And Bipartisan Groups Of Cities, Mayors, Counties, State Legislators, State Governments And Governors Have All Urged Congress Not Just To Provide Infrastructure Funding, But To Do So In A Long-Term Way.” According to the Washington Post, “The state chambers are far from alone in their call for certainty, too. National and bipartisan groups of cities, mayors, counties, state legislators, state governments and governors have all urged Congress not just to provide infrastructure funding, but to do so in a long-term way. ‘Federal inaction and short-term extensions create uncertainty at the state and local levels, which hinders transformative transportation investments and prevents our nation’s economy from moving forward,’ those groups wrote to congressional leaders in July.” [Washington Post, [2/26/15](#)]

U.S. Chamber Of Commerce President Tom Donohue: “Trading Around The World And Moving Energy Across The Country Requires A Safe, Seamless And Modern Infrastructure.” According to Transport Topics, “In a Jan. 8 speech outlining his group’s plans for 2014, chamber President Tom Donohue called infrastructure important for global trade and the movement of energy resources. ‘Trading around the world and moving energy across the country requires a safe, seamless and modern infrastructure,’ Donohue said, according to a transcript provided by the Chamber. ‘Families, workers, visitors, tourists and our environment need it too—to speed mobility, conserve energy, clean the air and save lives.’” [ITNews.com, [1/9/14](#)]

U.S. Chamber Of Commerce: “What Congress Does On A Surface Transportation Bill...Matters Tremendously.” According to a post on the US Chamber of Commerce’s website, “What Congress does on a surface transportation bill within the next two months matters tremendously; 52% of highway and bridge capital, and 45% of transit capital, comes from the federal government. Simply maintaining current levels of direct federal funding for highways and transit requires \$91 billion in new revenues over the next six years, and it’s no secret that current levels of funding are woefully insufficient.” [USChamber.com, [4/8/15](#)]

Chamber: “We Are Calling On Congress To Pass A Long-Term, Fully-Funded Bill That Will, At A Minimum, Maitain Current Federal Funding Levels For Roads, Bridges, Public Transportation And Highway Safety.” According to a post on the US Chamber of Commerce’s website, “We are calling on Congress to pass a long-term, fully-funded bill that will, at a minimum, maitain current federal funding levels for roads, bridges, public transportation and highway safety. Congress has a big job ahead of it, but lawmakers really just need to follow this five-step plan.” [USChamber.com, [4/8/15](#)]

260 Local, Regional And State Chambers Of Commerce Sent A Letter To Congress Urging It “To Resolve The Impending Insolvency Of The Federal Highway Trust Fund,” And To Pass A Long-Term Transportation Bill. According to the Seattle Metro Chamber of Commerce, “The Seattle Metropolitan Chamber of Commerce joined 260 local,

regional and state chambers of commerce to urge Congress to resolve the impending insolvency of the federal Highway Trust Fund, and to pass a long-term federal transportation authorization bill. The letter, signed by chambers from every state (interactive map of signatories), warns that ‘without a sustainable source of funding, the Trust Fund will be in a deep deficit that will require major cuts in federal highway and transit funding or a potential halt of the entire federal transportation program, which would jeopardize much-needed economic and job growth in our cities and regions.’ The Highway Trust Fund is largely funded by the federal gas tax, but tax revenues are no longer keeping up with investment needs.”

[SeattleChamber.com, [3/3/15](#)]

- **Letter From Local Chambers: Without Sustainable Funding,” The Trust’s “Deep Deficit” Will “Require Major Cuts In Federal Highway And Transit Funding Or A Potential Halt Of The Entire Federal Transportation Program.”** According to the letter to Congress from state and local Chambers of Commerce, “Without a sustainable source of funding, the Trust Fund will be in a deep deficit that will require major cuts in federal highway and transit funding or a potential halt of the entire federal transportation program, which would jeopardize much needed economic and job growth in our cities and regions. Indeed, many states have already halted certain projects in anticipation of such cuts. We need your support to ensure the viability of this critical component of the nation’s economy, including its ability to accelerate job growth.” Letter from State And Local Chambers of Commerce via SeattleChamber.com, [3/3/15](#)]

U.S. Chamber Of Commerce Supports Raising The Gas Tax Above 18.4 Cents A Gallon To Fund The Highway Bill.

According to Bloomberg, “Raising the U.S. gasoline tax above 18.4 cents a gallon is the ‘simplest and most straightforward’ way to fund a long-term highway bill, the president of the nation’s largest lobbying group for businesses told Congress. Lawmakers need to embrace a higher gas tax despite the backlash over a similar proposal two years ago that prevented approval of a six-year highway funding bill, Thomas Donohue, the president and chief executive officer of the U.S. Chamber of Commerce, said today.” [Bloomberg, [2/12/14](#)]

- **Bloomberg: “The Chamber Has Endorsed Legislation That Would Boost The Tax By 15 Cents A Gallon Over Three Years.”** According to Bloomberg, “The Chamber has endorsed legislation that would boost the tax by 15 cents a gallon over three years. ‘For once, let’s do what’s right, not what’s politically expedient,’ Donohue told members of the Senate Environment and Public Works Committee at a hearing in Washington.” [Bloomberg, [2/12/14](#)]

Chamber of Commerce: “The Cost Of Transportation Projects Is A Huge Expense And States Do Not Have The Funding To Go This Alone.” According to the Chamber of Commerce website, “The Highway Trust Fund is designed to assist states in paying (historically about 45%) for transportation projects for many reasons, and it is a system that has served the country well. The cost of transportation projects is a huge expense and states do not have the funding to go this alone. [...] From the Interstate Highway System (keyword: Interstate) to our ever-expanding electrical grid, infrastructure is indeed a national issue that must be addressed through a national vision.” [USChamber.com, [6/4/14](#)]

National Association of Manufacturers: “Manufacturers Can’t Afford More Delays.” According to the Washington Post, “Manufacturers can’t afford more delays,’ said Jay Timmons, president of the National Association of Manufacturers. ‘Congress must bring the federal Highway Trust Fund to an improved condition of solvency.’” [Washington Post, [5/13/14](#)]

American Road & Transportation Builders Association: “Uncertainty Caused By Congressional Action Is Already—Again—Having Real World, Negative Economic Consequences As States Begin Cutting Back Work Plans.”

According to a press release from the American Road & Transportation Builders Association, “American Road & Transportation Builders Association (ARTBA) President & CEO Pete Ruane released the following statement Feb. 20: [...] “The uncertainty caused by congressional action is already—again—having real world, negative economic consequences as states begin cutting back work plans because they don’t know if the funding will be there to pay the bills several months from now. ‘Investing in the transportation infrastructure that facilitates freight movement and personal mobility is a basic responsibility of government. It’s time for Congress and the President to show they can govern by providing a permanent revenue solution for the Highway Trust Fund and then pivoting to enactment of a well-funded, multi-year program reauthorization.’” [American Road & Transportation Builders Association Press Release, [2/20/15](#)]

- **ARTBA: “Investing In The Transportation Infrastructure That Facilitates Freight Movement And Personal Mobility Is A Basic Responsibility Of Government.”** According to a press release from the American Road & Transportation Builders Association, “American Road & Transportation Builders Association (ARTBA) President & CEO

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ARTBA Joined The Association Of Equipment Manufacturers, National Stone, Sand And Gravel Association And The National Asphalt Pavement Association In A “Call To Action” For A Solution For The Highway Trust Fund

According to a post from the American Road & Transportation Builders, “ARTBA President Pete Ruane will take part in a “Call to Action” rally, held in conjunction with the World of Asphalt trade show in Baltimore on Wednesday, March 18. Ruane will join Dennis Slater, president of the Association of Equipment Manufacturers, Mike Johnson, president of National Stone, Sand and Gravel Association and Michael M. Cote, chairman of the National Asphalt Pavement Association (NAPA), to rally industry professionals on the importance of the nation’s transportation infrastructure and the need to find a permanent solution for the Highway Trust Fund. Supporters will be encouraged to contact their members of Congress and help #fixthetrustfund without delay.” [ARTBA.org, [3/16/15](#)]

A Coalition Of 37 Transportation Advocacy Organizations Called On Congress To Reject Proposals From Conservative Groups To Eliminate The Federal Gas Tax,” And Called The Proposal “Dangerous.” According to The Hill, “A coalition of 37 transportation advocacy organizations said Monday that Congress should reject proposals from conservative groups to eliminate the federal gas tax, calling the plan ‘dangerous.’ Conservative groups have pushed lawmakers to eliminate the 18.4 cents-per-gallon federal gas tax — used to raise money for transportation projects — to transfer responsibility for the nation’s road and bridges to state governments.” [The Hill, [3/16/15](#)]

- **Transportation Groups: The “Transportation Empowerment Act “Would Strip Away Most Federal Funding For Surface Transportation Projects.”** According to The Hill, “The advocates said the proposals to eliminate the gas tax, which are referred to as ‘devolution,’ would weaken the nation’s infrastructure. We also strongly oppose ‘devolution’ proposals such as the “Transportation Empowerment Act” (TEA), previously introduced and considered in the 113th Congress,” the groups wrote. “TEA is an ill-conceived proposal that would strip away most federal funding for surface transportation projects, essentially eliminating the federal government’s constitutionally mandated role in promoting interstate commerce.” [The Hill, [3/16/15](#)]
- **Transportation Groups: “TEA Doesn’t ‘Empower’ States; It Saddles Them With 90 Percent Of The Fiscal Responsibility For Supporting Highways That, Under The Constitution, The Federal Government Is Obligated To Help Maintain.”** According to The Hill, “Opponents of the devolution proposal that wrote to lawmakers on Monday argued that proposal should be permanently shelved because the federal government is best suited to handle transportation infrastructure that runs between states, like highways. “TEA doesn’t “empower” states; it saddles them with 90 percent of the fiscal responsibility for supporting highways that, under the Constitution, the federal government is obligated to help maintain,” the groups wrote. “It would also have a devastating impact on public transportation systems that help to alleviate highway congestion, reduce emissions and provide critical transportation options to underserved populations.” [The Hill, [3/16/15](#)]

The Letter To Congress Was Signed By Groups Including AAA, The National Association Of Manufacturers And The Association Of Equipment Manufacturers. According to The Hill, “The letter opposing that perspective was signed by AAA; the American Association of State Highway and Transportation Officials; American Bus Association; American Concrete Pavement Association; Associated General Contractors of America; American Highway Users Alliance; American Moving and Storage Association; American Road and Transportation Builders Association; American Society of Civil Engineers; American Trucking Associations; Associated Equipment Distributors; Association of Equipment Manufacturers; Con-way Inc.; Concrete Reinforcing Steel Institute; Corn Refiners Association; FedEx Corporation International; Warehouse Logistics Association; Motorcycle Riders Foundation; National Asphalt Pavement Association; National Association of Manufacturers; National Association of Truck Stop Operators; The National Industrial Transportation League; National Ready Mixed Concrete Association; National Retail Federation National Stone, Sand & Gravel Association; National Tank Truck Carriers; National Utility Contractors Association; Old Dominion Freight Line, Inc.; Owner Operator Independent

Drivers Association; SIGMA Specialized Carriers & Rigging Association; Truck Renting and Leasing Association; Truckload Carriers Association; U.S. Chamber of Commerce; United Motorcoach Association; UPS; Volvo Group North America and Werner Enterprises.” [The Hill, [3/16/15](#)]

Associated General Contractors Of America: “Stabilizing The Highway Trust Fund Should Be Lawmakers’ Top Priority.” According to a press release from the Associated General Contractors of America, “Association officials said the increase in highway and street construction will do a U-turn if Congress and the administration fail to act soon to replenish the Federal Highway Trust Fund. Current estimates indicate the federal government will have difficulty reimbursing states for payments to highway contractors later this month, a development that could lead to project delays and reduced construction employment. ‘Stabilizing the Highway Trust Fund should be lawmakers’ top priority when they return from recess early next week,’ said Stephen E. Sandherr, the association’s chief executive officer. ‘Construction firms, their suppliers and highway users should not be held hostage to political posturing.’” [AGC Press Release, [7/1/14](#)]

LABOR

AFL-CIO’s Transportation Trades Department President Edward Wytkind: “2015 Must Be The Year When We Break The Stalemate On Funding Our Badly Deteriorated Transportation System And Put Millions To Work.” According to a press release from the Transportation Trades Department, AFL-CIO, “The Transportation Trades Department, AFL-CIO (TTD) and its 32 affiliated unions waded into every major transportation policy debate in Washington and focused on expanding transportation investments, reforming safety policy, protecting workers’ rights, and rejecting job-killing trade policies. ‘2015 must be the year when we break the stalemate on funding our badly deteriorated transportation system and put millions to work,’ said TTD President Edward Wytkind. ‘Transportation unions have rolled out an agenda that is focused on creating and protecting private and public sector jobs as vital transportation laws are written this year.’” [Transportation Trades Department, AFL-CIO Press Release, [2/23/15](#)]

Transportation Unions Laid Out 8 Principles For Transportation Reauthorization, Including A Bill That “Expands Highway And Transit Funding Utilizing A Gas Tax Increase Or Similarly Reliable Funding Source.” According to a press release from the Transportation Trades Department, AFL-CIO, “Eight Principles for Surface Transportation Reauthorization: In just a few months, the Highway Trust Fund will become insolvent unless Congress acts to implement a long-term surface transportation reauthorization bill. Transportation labor calls for a reauthorization bill that: expands highway and transit funding utilizing a gas tax increase or similarly reliable funding source; embraces financing tools that do not harm private and public sector jobs; rejects devolution proposals; restores federal neutrality on transit privatization; advances transit safety and health reforms; permits limited authority to flex federal bus capital funds to transit operations; provides resources for a national freight investment policy; and protects and enhances Buy America policies.” [Transportation Trades Department, AFL-CIO Press Release, [2/23/15](#)]

AFL-CIO: If Congress Doesn’t Act On The Highway Trust Fund “More Than 700,000 Middle Class Jobs Building The Nation’s Highways, Bridges And Transit Systems Will Be At Risk.” According to the AFL-CIO blog, “If Congress doesn’t act soon, more than 700,000 middle class jobs building the nation’s highways, bridges and transit systems will be at risk. While the legislation authorizing the spending for those vital projects doesn’t expire until Sept. 30, the Highway Trust Fund that helps states pay for transportation construction and upkeep is running out of money and layoffs could begin later next month.” [AFLCIO.org, [6/11/14](#)]

BlueGreen Alliance: “The Threat That Congress Will Let The Highway Trust Fund Go Bankrupt Looms Large... They’re Putting Thousands Of Jobs On The Line.” According to The Hill, “‘The job market is steadily improving but the threat that Congress will let the Highway Trust Fund go bankrupt looms large,’ BlueGreen Alliance Executive Director Kim Glas said in a statement on Thursday. ‘Despite months of debate, lawmakers have failed to act,’ Glas continued. ‘They’re putting thousands of jobs on the line.’” [The Hill, [7/7/14](#)]

Republicans Have Supported Transportation Projects

IN THE PAST LAWMAKERS WERE HAPPY TO PUSH FOR FEDERAL FUNDS FOR TRANSPORT PROJECTS IN THEIR OWN STATES

Rep. Bob Goodlatte (R-VA)

In 2003 Rep. Bob Goodlatte Urged Virginia To Move Fast To Begin Widening Interstate 81 To Ensure The State Qualified For Up To \$1 Billion In Special-Project Funds From The Federal Government. According to the Roanoke Times, “Rep. Bob Goodlatte, R-Roanoke, turned up the heat Friday on the timetable for widening Interstate 81. Virginia needs to make two fresh commitments within the next few months so I-81 can qualify for up to \$1 billion in special-project funds from the federal government and charge less for tolls, Goodlatte said. Goodlatte and Del. Morgan Griffith, R-Salem, held a news conference to explain the urgency. Goodlatte said he wanted to allay concerns that arose two weeks ago when the Virginia Department of Transportation announced that the environmental review of I-81 would take three to five years. Virginia’s process needs to move faster than that, Goodlatte said, or the state is likely to miss out on special funds that I-81 could receive if the road is rebuilt to separate trucks from cars. State highway officials should commit within a few months to building an I-81 with separate lanes for cars and trucks, Goodlatte said.” [Roanoke Times, 6/14/03]

- **Rep. Goodlatte On I-81 Project: “Virginia Needs To Show A Commitment, Or This Money Is Going To Be Gone.”** According to the Roanoke Times, “Virginia should also quickly commit \$2 billion to \$4 billion of its own transportation dollars to I-81 over the coming 15 years, [Rep. Bob] Goodlatte said. If those two conditions are met, Virginia could receive special-project money of \$800 million to \$1 billion in the federal transportation act that is being written this year. The bill provides transportation funding to states for the 2003-08 period, Goodlatte said. [...] ‘Virginia needs to show a commitment, or this money is going to be gone’ to another state, possibly to a highway in Texas, Goodlatte said.” [Roanoke Times, 6/14/03]

In 2005 Rep. Bob Goodlatte Supported The Surface Transportation Reauthorization And Was “Pleased To Support Funding For The Heartland Corridor.” According to a press release from the office of Rep. Bob Goodlatte, “Rep. Bob Goodlatte, R-Va., Sens. John W. Warner, R-Va., and George Allen, R-Va., announced that the Conference Committee tasked with finalizing the Surface Transportation Reauthorization legislation has reached an agreement on a \$286 billion bill containing \$938.6 million per year, or a 31.8% increase in federal highway funding for Virginia over the next five years. Congressman Goodlatte ‘I was pleased to support funding for the Heartland Corridor. This project will significantly enhance Virginia’s access to global markets and will make Southwest and Central Virginia an even more attractive place to do business.’ ‘The Commonwealth of Virginia is undertaking a comprehensive examination of the need to expand I-81. These funds will be helpful should they move forward. The Commonwealth should be careful to consider both the economic and environmental consequences of the work they undertake to improve transportation in Western Virginia.’” [Bob Goodlatte Press Release, 7/29/05]

Rep. Bob Goodlatte Sent A Letter To The Federal Highway Administration To Protest The Decision “By The Agency To Shelve The U.S. Route 29 Bypass Project In Charlottesville.” According to press release from the office of Rep. Bob Goodlatte, “Congressman Bob Goodlatte sent a letter today to Federal Highway Administration (FHWA) Administrator Victor M. Mendez regarding the recent decision by the agency to shelve the U.S. Route 29 bypass project in Charlottesville after decades of work: ‘Route 29 is an important economic thoroughfare for communities in Central Virginia. The Federal Highway Administration’s recent decision to set aside considerable planning that has occurred for the Route 29 bypass in Charlottesville is of great concern to me and many of my constituents. Bringing a sudden end to a project decades in the making has placed significant resources in limbo and only further extends the timetable for addressing the highway needs of the region to the detriment of areas like Lynchburg and Amherst County that have already constructed a bypass. I look forward to a thorough response from Administrator Mendez.’” [Bob Goodlatte Press Release, [4/7/14](#)]

Rep. Virginia Foxx (R-NC)

In 2007 Rep. Virginia Foxx Secured \$1 Million In Federal Funding For The Statesville Regional Airport. According to a press release from Rep. Virginia Foxx, “Representatives Virginia Foxx and Patrick McHenry yesterday secured \$1 million in

federal funding for the Statesville Regional Airport, which is included in the Fiscal Year 2008 U.S. Department of Transportation Appropriations bill. The funding will be used to expand and improve the airport by bolstering the runway, ramp area, and taxiways as well as provide for land acquisition. ‘I am delighted that Congressman McHenry and I were able to work together to secure these vital funds,’ said Congresswoman Foxx. ‘Helping the Statesville Airport move forward will encourage economic development by bringing new jobs to Iredell County and adding to the tax base.’ [...] The project is strongly supported by the Federal Aviation Administration and the North Carolina Department of Transportation’s Division of Aviation.” [Virginia Foxx, 7/25/07]

Rep. Virginia Foxx In 2005: “Transportation And Infrastructure Are Key Components Of My Economic Development Efforts For Forsyth County.” According to a press release from the office of Rep. Virginia Foxx, “Rep. Virginia Foxx (N.C.-5) announced today that she was able to secure several hundred thousand dollars for improvements to infrastructure in Forsyth County. Local leaders have identified these projects as key economic development priorities for the area. The funding was included in the FY 2006 Transportation, Treasury, HUD, the Judiciary and the District of Columbia Appropriations conference report which passed the House today. ‘Transportation and infrastructure are key components of my economic development efforts for Forsyth County,’ said Rep. Foxx. ‘That is why I worked so hard with local officials and Congressional leaders to secure these vital funds.’” [Virginia Foxx Press Release, 11/18/05]

Rep. Randy Neugebauer (R-TX)

Rep. Randy Neugebauer Worked To “Secure More Than \$19 Million To Fund Two Major West Texas Transportation Projects.” According to a press release from the office of Rep. Randy Neugebauer, “Neugebauer's efforts to secure more than \$19 million to fund two major West Texas transportation projects took one step closer to becoming a reality on Friday. The Conference Report on the Transportation Equity Act - A Legacy for Users, commonly referred to as TEA-LU, passed the House by an overwhelming vote of 412-8. The Senate will also vote on the conference report later Friday. Once it gains Senate approval, it will head to President George W. Bush's desk for his signature.” [Randy Neugebauer Press Release, 7/29/05]

Rep. Neugebauer “Increased Investment In Transportation Infrastructure Will Have Far-Reaching Impacts On The Quality Of Life In Our Local Communities, Our Nation's Economy, And Our Competitiveness In The World Marketplace.” According to a press release from the office of Rep. Randy Neugebauer, “‘The increased investment in transportation infrastructure will have far-reaching impacts on the quality of life in our local communities, our nation's economy, and our competitiveness in the world marketplace,’ Neugebauer said. ‘Each day, every American and every business will benefit from shortened travel times, increased productivity, and improved safety.’” [Randy Neugebauer Press Release, 7/29/05]

Randy Neugebauer In 2011: “The Maintenance And Improvement Of Our Nation’s Rural Transportation Network Is Crucial To Countless Sectors Of Our Economy.” According to the Plainview Daily Herald, “The maintenance and improvement of our nation's rural transportation network is crucial to countless sectors of our economy. Rural highways connect urban centers, offer opportunities to transport goods to our coastlines and borders for export and allow our agricultural producers to feed the country and the world. It is imperative that surface transportation legislation provide balanced and fair support for the needs of rural America, and I look forward to working on this issue in the coming months.” [Plainview Daily Herald, [5/12/11](#)]

Rep. Michael Burgess (R-TX)

Rep. Michael Burgess Successfully Amended The 2005 SAFETEA-LU Highway Reauthorization Bill Which “Netted Almost \$4 Million To The State Of Texas For Transportation.” According to a press release from the office of Rep. Michael Burgess, “During the 109th session of Congress, Representative Michael C. Burgess, M.D. (R-Texas) successfully amended the 2005 SAFETEA-LU Highway Reauthorization bill to allow states to obtain federal for certain transportation projects. Today, according to the Texas Department of Transportation, that amendment netted almost \$4 million to the State of Texas for transportation, with almost \$660,000 going directly to North Texas. ‘The previous provisions impeded a state's ability to receive federal transportation development credits, and that was wrong,’ said Rep. Burgess. ‘With help from TxDOT, I was able to recognize this unjust penalty and find a way to fix the problem. Now Texas and states all across the country can receive additional transportation funding to develop and maintain a healthy infrastructure.’” [Michael C. Burgess Press Release, [3/27/08](#)]

Rep. Burgess Press Release: “Through His Work With TxDOT, Rep. Burgess Made It Possible For More Federal Funding To Go Towards Transportation At Both The State And Local Level.” According to a press release from the office of Rep. Michael Burgess, “Through his work with TxDOT, Rep. Burgess made it possible for more federal funding to go towards transportation at both the state and local level. Previously, if a state used any state or local funds on a toll project, they became ineligible to receive transportation development credits from the federal government. Representative Burgess was able to put an end to this unfair practice. [...] ‘Recent reports show the Dallas/Fort Worth metroplex is the fastest growing area in the nation, and we must meet that demand with a capable highway infrastructure,’ continued Rep. Burgess. ‘I am pleased that Texas and other states will now receive their fair share of federal transportation development credits.’” [Michael C. Burgess Press Release, [3/27/08](#)]

Rep. Burgess Press Release: “Congressman Michael Burgess Continued His Lobbying Efforts To Ensure That North Texas Receives Much-Needed Transportation Dollars.” In 2004. According to a press release from the office of Rep. Michael Burgess, “Congressman Michael Burgess continued his lobbying efforts to ensure that North Texas receives much-needed transportation dollars. Several key concepts Burgess stressed during committee negotiations were included in the manager's amendment. Title I, Section 1501 includes his concept of the RAPID Act (H.R. 2864), which allows highways to be constructed in commonsense increments as they are needed by streamlining the design-build process.” [Michael C. Burgess Press Release, [3/24/04](#)]

- **Rep. Burgess: Transportation Reauthorization Is “Bringing Us Closer To Our Policy Goals In North Texas To Achieve Our Region’s Goal Of Efficient, Seamless Transportation Corridors And Combat Congestion.”** According to a press release from the office of Rep. Michael Burgess, “‘The United States has benefited greatly from having a strong transportation network, but we are approaching a crossroads,’ stated Congressman Michael Burgess. ‘I hope that our work on transportation reauthorization is one step closer to finding solutions to this impending problem. I believe H.R. 3550 is bringing us closer to our policy goals in North Texas to achieve our region's goal of efficient, seamless transportation corridors and combat congestion.’ Congressman Burgess was successful in securing three New Starts transit designations for North Texas until Title III, Section 3037. The designations include Denton County Transportation Authority, Fixed Guideway Project; Dallas Area Rapid Transit (DART), Beltline to DFW Airport; and Fort Worth Trinity Railway Express Commuter Rail Extension.” [Michael C. Burgess Press Release, [3/24/04](#)]

Rep. Joe Wilson (R-SC)

2005: Joe Wilson Stated He Was “Thrilled” That “After Working With State And Federal Officials” \$47 Million Was Secured For South Carolina’s 2nd Congressional District From The Surface Transportation Bill. According to a press release from the office of Sen. Lindsey Graham, “Today, Rep. Joe Wilson (R-S.C.) joined Sens. Lindsey Graham (R-S.C.) and Jim DeMint (R-S.C.) in announcing over \$47 million in the House-Senate Highway Conference Report to fund road projects in the Second Congressional District of South Carolina. The surface transportation bill provides \$286.4 billion in federal highway contract authority between 2004 and 2009, and is expected to pass the Senate and the House later this week. President Bush is expected to sign the legislation soon after. ‘When families travel the roads and highways of South Carolina, they should feel safe,’ said Congressman Wilson ‘Unfortunately, I learn daily about traffic accidents on these roads. By widening and improving our roadways, this legislation will help solve many of our infrastructure problems and will make travel safer and easier for drivers throughout the Second District. After working with state, federal, and local officials, I'm thrilled to see our efforts were met with real solutions. I would specifically like to thank Senators Graham and DeMint for their hard work. As we continue to work together to improve our highways, funding for Highway 278 will remain my top transportation priority.’” [Lindsey Graham Press Release, [7/28/05](#)]

- **Sen Jim DeMint: “No One Worked Harder Than Joe To Secure These Funds.”** According to a press release from the office of Sen. Lindsey Graham, “‘The funding for these projects will improve our infrastructure and make South Carolina more competitive while also improving safety and our quality of life,’ said Senator DeMint. ‘No one worked harder than Joe to secure these funds. He met repeatedly with leadership and conferees to fight for Second District priorities, and he should be applauded. We are especially pleased about Highway 278's significant funding. This has been a safety risk to the people of the Lowcountry for too long, and we are finally making real progress.’” [Lindsey Graham Press Release, [7/28/05](#)]

2009: Rep. Wilson Wrote A Letter To The Secretary Of Transportation In Support Of A SC County's Request For \$20 Million Through The Transportation Investment Generating Economic Recovery Discretionary Grants Program. According to a letter from Rep. Joe Wilson to Transportation Secretary Ray LaHood, "I would like to write this letter to express support for the Orangeburg County's application for funding of the I-95/US Hwy 301 Interchange Improvement Project through the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program. Orangeburg's I-95/US Hwy 301 Interchange project seeks \$20 million to provide a host of benefits to the local community, while improving the long-term economic health of the nation. The new infrastructure created by this project would strategically improve the movement of goods in South Carolina, as well as achieve several important goals to create jobs and economic growth along South Carolina's I-95 'Corridor of Shame.'" [Rep. Wilson Letter via NBCNews.com, [9/11/09](#)]

Transportation Investment Generating Economic Recovery (TIGER) Grants Were Established Under The 2009 Recovery Act. According to U.S. Department of Transportation website, "The U.S. Department of Transportation (USDOT) has awarded grants under five programs to surface transportation projects that will have a significant impact on the Nation, a metropolitan area or a region. A sixth program has been authorized with intent to select projects in late 2014. This program was first created in the 2009 Recovery Act, since which time DOT has referred to these grants as Transportation Investment Generating Economic Recovery or 'TIGER Discretionary Grants.' Beginning with the Recovery Act and continuing through the Fiscal Year (FY) 2014 appropriations processes, Congress has provided DOT with six rounds of competitive grants totaling just over \$4.2 billion for capital investments in surface transportation infrastructure." [Federal Highway Administration, Accessed [7/11/14](#)]

Rep. Sam Graves (R-MO)

Rep. Sam Graves Requested That A Section Of The Missouri River Be Declared Part Of The Marine Highway Corridor So It Could Receive Funding From The Federal Government. According to the St. Joseph News-Press, "Declaring the Missouri River between Kansas City and Sioux City, Iowa, to be a Marine Highway could benefit the region by promoting navigation and economic development regionally, officials say. The designation allows ports and terminals to receive technical assistance from the U.S. Maritime Administration, a part of the U.S. Department of Transportation. 'Including the Missouri River north of Kansas City as part of the Marine Highway Corridor makes sense from both an economic and environmental perspective, as well as a transportation viewpoint,' said Congressman Sam Graves, R-Mo. 'This designation would help boost economic growth and navigation efforts along this critical waterway, and help move Missouri goods to the world market. I urge the transportation department to swiftly approve the request.'" [St. Joseph News-Press, 4/28/13]

Rep. Sam Graves On 2005 Highway Bill: "Everybody Wants This Bill, And They Want It Sooner Rather Than Later." According to the Kansas City Star, "But Rep. Sam Graves of Missouri said last week that he thought those issues would be easily handled this year. 'It'll be trying to come to a number,' Graves said of the conference committee. 'Everybody wants this bill, and they want it sooner rather than later.' The bill is so popular among members of Congress, Graves said, that if Bush does veto it, 'there's a darn good chance that veto would be overridden fairly handily.'" [Kansas City Star, 5/18/05]

Sen. Lindsey Graham (R-SC)

Sen. Lindsey Graham: The 2005 Surface Transportation Bill "Is Very Good News For Motorists In South Carolina." According to a press release from the office of Sen. Lindsey Graham, "Today, Rep. Joe Wilson (R-S.C.) joined Sens. Lindsey Graham (R-S.C.) and Jim DeMint (R-S.C.) in announcing over \$47 million in the House-Senate Highway Conference Report to fund road projects in the Second Congressional District of South Carolina. The surface transportation bill provides \$286.4 billion in federal highway contract authority between 2004 and 2009, and is expected to pass the Senate and the House later this week. President Bush is expected to sign the legislation soon after. [...] 'The highway bill is very good news for motorists in South Carolina,' said Senator Graham. 'As a state, we were able to secure a more equitable funding formula which will put additional dollars toward our road system. It truly moves the ball forward in our efforts to build new roads while maintaining and improving the ones we currently have. I truly appreciate Joe's work in the House helping ensure our needs were met and interests were protected.'" [Lindsey Graham Press Release, 7/28/05]

Former Sen. Jim DeMint (R-SC)

Sen. Jim DeMint In 2005: Funding From The Surface Transportation Bill “Will Improve Our Infrastructure And Make South Carolina More Competitive While Also Improving Safety And Our Quality Of Life.” According to a press release from the office of Sen. Lindsey Graham, “Today, Rep. Joe Wilson (R-S.C.) joined Sens. Lindsey Graham (R-S.C.) and Jim DeMint (R-S.C.) in announcing over \$47 million in the House-Senate Highway Conference Report to fund road projects in the Second Congressional District of South Carolina. The surface transportation bill provides \$286.4 billion in federal highway contract authority between 2004 and 2009, and is expected to pass the Senate and the House later this week. [...] ‘The funding for these projects will improve our infrastructure and make South Carolina more competitive while also improving safety and our quality of life,’ said Senator DeMint.” [Lindsey Graham Press Release, 7/28/05]

Rep. Candice Miller (R-MI)

Rep. Candice Miller In 2008: Infrastructure Investment Is “Going To Be Happening, And We Need To Do Everything We Can To Get Our Fair Share.” According to Crain's Detroit Business, “U.S. Rep. Candice Miller, R-Mt. Clemens, who sits on the committee, said infrastructure investment is ‘going to be happening, and we need to do everything we can to get our fair share.’ There are also concerns that the transportation money will go to states by means of existing funding formulas, in which Michigan is considered a ‘donor’ state and gets back 92 cents of every \$1 sent to Washington. Miller suggests that different criteria, such as unemployment, be used. ‘If anybody needs the money, it’s Michigan,’ she said. ‘If it’s truly an economic stimulus, you’ve got to look at a state like Michigan, and you should change the criteria.’ [Crain's Detroit Business, 12/15/08]

Rep. Candice Miller Requested Over \$28 Million From 2009 Transportation Authorization Bill: “We Have Some Of The Worst Infrastructure In The Country, So Getting Our Fair Share For Michigan Couldn't Be More Important.” According to the Detroit News, “The House Transportation Committee is crafting its multiyear transportation authorization bill that provides a blueprint for how federal transportation dollars will be spent. The final bill, likely covering fiscal years 2010-15, could be marked up by mid-June. [...] Rep. Candice Miller, R-Harrison Township, seeks \$2.8 million to pave 4 miles of Baldwin Road from Caley Road to Davison Lake Road in Lapeer County, and \$26 million to reconstruct and widen to three lanes of the Marine City Highway from County Line Road to King Road. ‘We have some of the worst infrastructure in the country, so getting our fair share for Michigan couldn't be more important,’ said Miller, who also sits on the Transportation Committee.” [Detroit News, 6/8/09]

Rep. Rick Crawford (R-AR)

Rep. Rick Crawford On 2012 Highway Bill Reauthorization: “Highway Bill We Finalized Was Bicameral And Bipartisan And Will Probably Be Viewed As The Biggest Jobs Bill Passed By This Congress.” According to the Southwest Times Record, “The reauthorization of transportation funding is expected to provide about \$1 billion to Arkansas for its road and bridge construction programs over the next two years. The federal government's authority to levy federal fuel taxes would have expired today without congressional action. Rather than pass another short-term extension, House and Senate conferees reached an agreement on a two-year authorization. Rep. Rick Crawford, R-Jonesboro, who served on the conference committee, said he would have preferred a longer-term deal but was satisfied with the outcome. ‘The highway bill we finalized today provides certainty that the states and contractors are looking for,’ Crawford said. ‘It was bicameral and bipartisan and will probably be viewed as the biggest jobs bill passed by this Congress.’” [Southwest Times Record, [6/30/12](#)]

Sen. Pat Toomey (R-PA)

Sen. Pat Toomey Applauded Decision By Department Of Transportation To Award Pennsylvania Universities \$5.65 Million For “Transportation Technology Research And Development.” According to a press release from the office of Sen. Pat Toomey, “Today, U.S. Senator Bob Casey (D-PA), Senator Pat Toomey (R-PA), U.S. Representative Mike Doyle (D-PA14) and Representative Chaka Fattah (D-PA2) announced that the U.S. Department of Transportation (DOT) has awarded Carnegie Mellon University and the University of Pennsylvania a grant of \$5.65 million over two years for transportation technology research and development. [...] ‘I applaud the Department of Transportation's decision to award this grant to Carnegie Mellon and the University of Pennsylvania,’ said Senator Toomey. ‘CMU and Penn are leaders in higher education and both boast top flight research departments. I have no doubt that CMU and Penn will use these funds to identify innovative approaches that will improve transportation safety and upgrade existing infrastructure which will benefit Pennsylvania and the entire country.’” [Pat Toomey Press Release, 9/25/13]

Sen. Mitch McConnell (R-KY)

2005: Sen. Mitch McConnell Announced That The Senate Approved His Requests For “Over \$13 Million In Funding For Kentucky” To “Improve The State’s Transportation Infrastructure And Develop The Waterfront.”

According to a press release from Sen. Mitch McConnell, “U.S. Senator Mitch McConnell announced today that the Senate has approved his requests for over \$13 million in funding for Kentucky. The funding, which is included in the FY’06 Transportation, Treasury, Judiciary and HUD Appropriations Conference Report, now goes to the President for his signature. I am pleased to have secured the funding for Paducah, said McConnell. This money will be used to improve the city's transportation infrastructure and develop the waterfront. Kentucky's riverfront makes up a common neighborhood for everyone in the community to share. It is a significant part of Kentucky's landscape.” [Mitch McConnell Press Release, 11/18/05]

2005: Sen. Mitch McConnell Announced He Had Secured More Than \$134 Million For Kentucky Through The Highway Reauthorization bill And Was “So Proud” That \$38 million Of That Was Going To The City Of Louisville.

According to a press release from the office of Sen. Mitch McConnell, “U.S. Senator Mitch McConnell secured over \$134 million for transportation projects in Kentucky. The funding is included in the Highway Reauthorization bill, which was approved by the Senate on Friday and is expected to be signed by President Bush next week. Of the \$134 million, McConnell inserted \$38 million for Louisville. [...] I am pleased to announce \$38 million in funding for Louisville Metro's 21st Century Parks project, said Senator McConnell. This funding combined with those raised from private sources by my friend David Jones should complete the project. Those living in and around the Louisville Metro area will benefit from access to quality parks and open space. I am so proud to be able to deliver the funding needed to make David's wonderful vision a reality.” Mitch McConnell Press Release, 7/30/05]

Sen Orrin Hatch (R-UT)

Sen. Orrin Hatch In 2005: “We Have Serious Transportation Needs In Our Country, And Especially In Utah.”

According to a press release from the office of Orrin Hatch, “Washington, D.C. -Sen. Orrin Hatch (R-Utah) was named as one of 16 Senate Republicans to the House-Senate conference committee that will draw up the final bill to fund highway and transportation infrastructure. ‘We have serious transportation needs in our country, and especially in Utah,’ Hatch said. ‘Everywhere I travel from Logan to St. George, Tooele to Moab I’m reminded of how desperately our communities need these funds. We need to act quickly to pass this bill through Congress.’” [Orrin Hatch Press Release, 5/27/05]

- **Hatch: “Utah Desperately Needs These Funds... This Bill Will Help Utah Improve Roads, Increase Capacity, And Provide More Transportation Options.”** “‘Utah desperately needs these funds to fight congestion,’ Hatch said. ‘Travel on Utah’s roads has grown twice as fast as its population, but federal funding has remained flat. This bill will help Utah improve roads, increase capacity, and provide more transportation options.’” [Orrin Hatch Press Release, 5/27/05]
- **Hatch: “Temporary Extensions Frustrate The Planning Of Large Transportation Projects... There’s No Need To Pass Another Extension. We Need To Get This Done.”** According to a press release from the office of Orrin Hatch, “‘Last night, the Senate passed for the seventh time a bill to temporarily extend highway funding until a multi-year transportation bill is approved by Congress. Temporary extensions frustrate the planning of large transportation projects,’ Hatch said. ‘They make it impossible for states to raise the money necessary to fund these projects. Capital markets turn a deaf ear to project-specific financing when there is no long-term federal commitment. Last night’s extension was only for 30 days, and I am hopeful that will give the conference committee enough time to come together with an adequately funded compromise. There’s no need to pass another extension. We need to get this done.’” [Orrin Hatch Press Release, 5/27/05]

Sen. Orrin Hatch In 2005: “We Cannot Underestimate The Value Of A Strong Infrastructure In Our State's Success...Highways And Bridges Are The Longest-Lived Investments That Governments Can Put Up.” According to the Deseret Morning News, “In a luncheon Monday at the Provo Marriott, Utah Sen. Orrin Hatch pontificated on some of the hot-button national political issues currently making headlines that possess the potential to affect Utahns. [...] ‘We cannot underestimate the value of a strong infrastructure in our state's success,’ Hatch said. ‘Highways and bridges are the longest-

lived investments that governments can put up. . . . Our quality of life depends on what we do to keep our highways up and running.” [Deseret Morning News, 8/16/05]

Hatch: Federal Stimulus Funding For Transit In Utah “Would Serve The Objectives Of Improving Infrastructure And Spurring Economic Activities.” According to a letter from Sen. Orrin Hatch to then-President-elect Obama, “As you and your transition team craft your American Recovery and Reinvestment Plan, and as you lay the groundwork with Congress on the effort, I want to draw your attention to ready-to-go projects in Utah. [...] In other words, funding for transit in Utah would go toward a well-supported system and would serve the objectives of improving infrastructure and spurring economic activities.” [Hatch Letter via Hatch.Senate.gov, [1/14/09](#)]

Sen. John Thune (R-SD)

Sen. John Thune With Democratic Sen. Tim Johnson: 2005 Transportation Bill “Is Truly A Grand Slam For Our State.” According to the Marin Independent Journal, “South Dakota Democratic Sen. Tim Johnson and his Republican colleague, Sen. John Thune, said they ‘went in swinging for South Dakota and this transportation bill is truly a grand slam for our state.’ Johnson said that between the two of them they secured \$225 million in ‘earmarks,’ or specific projects, for the state.” [Marin Independent Journal, 7/29/05]

Sen. John Thune On Reauthorization Of The Highway Bill In 2011: “If You Can't Get From New York To Seattle, Moving Freight Across The Country, You Won't Have Competitive Economics.” According to the Argus Leader, “Two-thirds of the state Department of Transportation's budget comes from federal funds. The revenue received is based on a formula that currently returns two dollars to the state for every one dollar South Dakota taxpayers send to the federal government. The formula is determined through federal legislation. It was included in the most recent five-year transportation authorization bill in 2005 and it's up for discussion this year as Congress seeks to reauthorize funding. ‘We've battled that every time,’ said U.S. Sen. John Thune, R-S.D. ‘We band together and put together a good regional coalition, and we've been very fortunate.’ Larger states, however, also are getting more united in their advocacy for a different formula, he said. ‘We'll put together our group and do the best we can in advocating for a strong formula that recognizes a transportation system has to be a national system,’ Thune said. ‘Even though we don't have the same population, if you can't get from New York to Seattle, moving freight across the country, you won't have competitive economics.’” [Argus Leader, 4/6/11]

Sen. Roger Wicker (R-MS)

Sen. Roger Wicker On Transportation Bill In 2012: “I Hope We Pass It And I Hope We Find A Way To Pay For A Little More Highway Spending. ... I Believe In Infrastructure Spending. I'm For Roads And Highways.” According to the Hattiesburg American, “U.S. Sen. Roger Wicker hopes Hattiesburg area leaders use their resources to expand infrastructure to accommodate the future Port of Gulfport expansion. The Republican senator spoke at the Area Development Partnership First Friday breakfast and discussed political issues from Washington and how they will trickle down locally. He said the Senate is currently discussing the transportation bill but no major votes have been taken. ‘I hope we pass it and I hope we find a way to pay for a little more highway spending,’ he said. ‘I believe in infrastructure spending. I'm for roads and highways.’” [Hattiesburg American, 3/3/12]

Sen. Roger Wicker In 2008: “Our Transportation Infrastructure Is A Critical Component Of Our Economy... A Permanent Solution To The Highway Trust Fund's Solvency Must Be Addressed Quickly By Congress.” According to the Clarion-Ledger, “The House of Representatives acted Thursday to provide a depleted highway trust fund with \$8 billion, ensuring funding for roads and bridges in Mississippi that faced construction slowdowns and delays. All four Mississippi House members voted for the bill, which passed 376-29. [...] ‘Our transportation infrastructure is a critical component of our economy, so addressing this issue quickly was important,’ Mississippi Republican Sen. Roger Wicker said. ‘While I am glad immediate action was taken to provide this short-term solution, a permanent solution to the Highway Trust Fund's solvency must be addressed quickly by Congress.’” [Clarion-Ledger, 9/12/08]

Sen. Rob Portman (R-OH)

As A Representative, Rob Portman Pushed For \$4.1 Million For A South Connector To Link Ohio 220 And Ohio 104. According to Gannett, “The House passed a \$ 275 billion bill Friday that includes more than \$ 7.2 billion for Ohio roads. [...] -

- \$ 4.1 million to build a South Connector to link Ohio 220 and Ohio 104 west of Waverly. The road would serve new schools and residential and business developments, said Rep. Robert Portman, a Cincinnati-area Republican who is pushing the road.” [Gannett News Service, 4/3/04]

Sen. Charles Grassley (R-IA)

Grassley In 2003: Highway Reauthorization “Will Help Move Along Important Transportation Projects” In Iowa, “As Well As Enhance Economic Development.” According to the Des Moines Register, “U.S. Sens. Charles Grassley, a Republican, and Tom Harkin, a Democrat, said they would do their best to get as much federal highway money as possible for Iowa. Grassley is chairman of the Senate Finance Committee, which has primary jurisdiction over the federal Highway Trust Fund. ‘Additional resources will help move along important transportation projects in the state, as well as enhance economic development. I look forward to continuing to work with state and localities throughout this reauthorization,’ Grassley said.” [Des Moines Register, 1/26/03]

Koch Brothers Want To Steer Congress Away From Infrastructure Spending

OPPOSITION TO TRANSPORTATION FUNDING HELPS THE KOCH BOTTOM LINE

Center for Public Integrity: Kochs’ Public Pose as Libertarians, Role as “Financial Angels for Conservative Movement” Are “At Times In Conflict” With Koch Industries “Lobbying Steamroller for the Company’s Interests.” According to the Center for Public Integrity, “Charles and David Koch, the owners of the country’s second-largest private corporation, are libertarians of long standing, who contend that government regulations, taxes and subsidies stifle individual initiative and hamper American competitiveness. In recent years, the Kochs have played an increasingly public role as financial angels for conservative causes, politicians and foundations. What’s not so well-known is the activity of Koch Industries in the trenches in Washington, where a Center for Public Integrity examination of lobbying disclosure files and federal regulatory records reveals a lobbying steamroller for the company’s interests, at times in conflict with its public pose.” [Center for Public Integrity, [4/6/11](#)]

National Committee for Responsive Philanthropy Report: Koch’s Philanthropic Giving Related to “Issues That Impact The Profit Margin Of Koch Industries.” According to the New Yorker: “2004 report by the National Committee for Responsive Philanthropy, a watchdog group, described the Kochs’ foundations as being self-serving, concluding, ‘These foundations give money to nonprofit organizations that do research and advocacy on issues that impact the profit margin of Koch Industries.’” [New Yorker, [8/30/10](#)]

KOCHS BENEFIT FROM HIGHER USE OF OIL, OPPOSE MASS TRANSIT

Center For Public Integrity: “Oil Is The Core Of The Koch Business Empire.” According to the Center for Public Integrity, “Oil is the core of the Koch business empire, and the company’s lobbyists and officials have successfully fought to preserve the industry’s tax breaks and credits, and to defeat attempts by Congress to regulate greenhouse gases.” [Center for Public Integrity, [4/6/11](#)]

Center for Public Integrity: “It’s In The Kochs’ Commercial Interest To Preserve America’s Reliance On Carbon-Based Energy Sources.” According to The Center for Public Integrity: “It’s in the Kochs’ commercial interest to preserve America’s reliance on carbon-based energy sources. Despite recent diversification, Koch remains a major petrochemical company with refineries in North Pole, Alaska; Corpus Christi, Texas; Rosemount, Minn., and Rotterdam in the Netherlands; an array of chemical plants; a coal subsidiary (the C. Reiss Coal Co.) and 4,000 miles of pipelines. So it is not surprising that, when the Obama administration and the Democrats on Capitol Hill proposed to regulate the emission of greenhouse gases in recent years, Koch Industries responded with a fervent counteroffensive.” [The Center for Public Integrity, [4/6/11](#)]

In 2010 Koch Industries Ranked “Roughly On A Par With BP And Royal Dutch Shell” In “Lobbying Expenses Among Oil And Gas Companies.” According to the Center for Public Integrity, “Koch’s decision to pour millions into lobbying Washington has put them high on the list of corporations whose lobbyists work the corridors of the nation’s capital.

Last year, Koch Industries ranked in the top five — roughly on a par with BP and Royal Dutch Shell — in lobbying expenses among oil and gas companies, according to the Center for Responsive Politics.” [Center for Public Integrity, [4/6/11](#)]

KOCH-CONTROLLED AMERICANS FOR PROSPERITY STRONGLY OPPOSES FUNDING FOR TRANSPORTATION

AFP Signed A Letter Urging Congress To Not Increase Transportation Spending In Highway Bill. According to an open letter signed by Americans for Prosperity and other Tea Party organizations to House Ways and Means Committee Chairman Camp and Senate Finance Committee Chairman Ron Wyden, “With the Highway Trust Fund (HTF) on track to run out this summer, Congress is poised to consider a transportation spending measure. On behalf of our organizations and the millions of people we represent, we encourage you to seek ways to protect taxpayers and empower the states by reforming transportation spending. Please consider the following principles as you consider transportation legislation: [...]

Transportation funding should be reformed on spending side, not the revenue side. Until Congress takes steps to reduce wasteful spending, it is not fair to ask motorists, truckers, and bus operators for another dime on top of the billions they already pay every year. Similarly, non-germane policy changes like Postal Service savings and corporate tax holidays do nothing to correct the systematic problems with current transportation spending.” [Open Letter via AmericansForProsperity.org, [7/8/14](#)]

- **AFP-Signed Letter Asked Congress To Let States “Fund And Manage Transportation Projects Within Their Borders, Especially Those That Are Truly Local In Nature.”** According to an open letter signed by Americans for Prosperity and other Tea Party organizations to House Ways and Means Committee Chairman Camp and Senate Finance Committee Chairman Ron Wyden, “Please consider the following principles as you consider transportation legislation: [...] States, localities, and the private sector know their needs best and should have more control over addressing them. Congress should allow them the flexibility to fund and manage transportation projects within their borders, especially those that are truly local in nature. Current federal barriers to state-based funding and financing should be removed.” [Open Letter via AmericansForProsperity.org, [7/8/14](#)]
- **AFP-Signed Letter Urged Congress To “Reduce Or Repeal” Environmental Impact Studies, Highway Beautification Initiatives And The Davis-Bacon Requirement In Transportation Bill.** According to an open letter signed by Americans for Prosperity and other Tea Party organizations to House Ways and Means Committee Chairman Camp and Senate Finance Committee Chairman Ron Wyden, “Please consider the following principles as you consider transportation legislation: [...] Reducing or repealing regulatory hurdles such as the Davis-Bacon Requirement, lengthy and often duplicative environmental impact studies, and highway beautification initiatives would help reduce construction time and save millions of dollars that could go toward road and bridge improvement, helping to alleviate the congestion that plagues America’s highways.” [Open Letter via AmericansForProsperity.org, [7/8/14](#)]

AFP: “The Administration Wants To Use Funds Meant For Roads To Invest In Little-Used Transit And Advance Their Environmental Agenda In The Process.” According to a legislative alert from Americans for Prosperity, “The White House’s ‘GROW AMERICA Act’ is a four-year, \$302 billion bill that increases funding by 37 percent. The \$199 billion for highways and roads is a 22% increase – but the \$72 billion for transit and ‘expanded options’ is a 70% increase. This outrageous jump is a blatant example of the White House’s misguided priorities. Rather than increasing focus on improving the most widely used transportation infrastructure –roads – the Administration wants to use funds meant for roads to invest in little-used transit and advance their environmental agenda in the process.” [Americans for Prosperity Legislative Alert, [5/14/14](#)]

KOCH GROUPS OPPOSED RAISING TAXES ON MILLIONAIRES TO INVEST IN HIGHWAY, TRANSIT, RAIL, FIX AMERICA’S “D” GRADED INFRASTRUCTURE

American Jobs Act “Included \$50 Billion In Immediate Investments For Highways, Transit, Rail And Aviation” To “Modernize” Infrastructure That Received A “D” Grade From The American Society Of Civil Engineers. According to the White House Fact Sheet on the American Jobs Act, “The President’s plan includes \$50 billion in immediate investments for highways, transit, rail and aviation, helping to modernize an infrastructure that now receives a grade of ‘D’ from the

American Society of Civil Engineers and putting hundreds of thousands of construction workers back on the job.” [American Jobs Act Fact Sheet via WhiteHouse.gov, [9/8/11](#)]

- **American Jobs Act Was To Be Paid For By Proposed Tax On Millionaires.** According to CNN Money, “The Democrats' proposed tax on millionaires would raise an estimated \$453 billion, more than enough to pay for President Obama's jobs bill. That's the latest from the Congressional Budget Office, which on Friday released its cost and revenue estimates for the American Jobs Act of 2011. The bill calls for \$447 billion in new and extended tax cuts along with additional spending on infrastructure, jobs training and housing help among other things.” [Money.CNN.com, [10/7/11](#)]

AFP Organized “More Than A Dozen Rallies” Against President Obama’s Jobs Plan. According to The New York Times, “This month as American Crossroads pounded Mr. Obama with advertising over his jobs plan, Americans for Prosperity organized more than a dozen rallies against the proposal in states like Colorado, Missouri, New Mexico and Washington.” [New York Times, [10/30/11](#)]

CATO Scholar On Jobs Act: “This Is No ‘Jobs Plan.’ It’s A Tax-And-Spend Plan, And A Bad One.” According to a post written by Alan Reynolds on the Cato At Liberty blog, “In his September 8 lecture to Congress, President Obama promised that ‘every proposal I’ve laid out tonight will be paid for.’ How? By raising tax rates on ‘the wealthiest Americans and biggest corporations.’ In other words, the President is proposing a \$447 billion tax increase. Temporary payroll tax cuts and extended unemployment benefits are bait the President set out to trap House Republicans with their own debt ceiling demands. ‘The agreement we passed in July,’ said the President, ‘will cut government spending by about \$1 trillion over the next 10 years. It also charges this Congress to come up with an additional \$1.5 trillion in savings by Christmas. Tonight, I am asking you to increase that amount so that it covers the full cost of the American Jobs Act.’ [...] This is no ‘jobs plan.’ It’s a tax-and-spend plan, and a bad one.” [Cato.org, [9/12/11](#)]

- **CATO Scholar On Jobs Act: “President Obama Promised That ‘Every Proposal I’ve Laid Out Tonight Will Be Paid For.’ How? By Raising Tax Rates On ‘The Wealthiest Americans And Biggest Corporations.’”** According to a post written by Alan Reynolds on the Cato At Liberty blog, “In his September 8 lecture to Congress, President Obama promised that ‘every proposal I’ve laid out tonight will be paid for.’ How? By raising tax rates on ‘the wealthiest Americans and biggest corporations.’ In other words, the President is proposing a \$447 billion tax increase. Temporary payroll tax cuts and extended unemployment benefits are bait the President set out to trap House Republicans with their own debt ceiling demands. ‘The agreement we passed in July,’ said the President, ‘will cut government spending by about \$1 trillion over the next 10 years. It also charges this Congress to come up with an additional \$1.5 trillion in savings by Christmas. Tonight, I am asking you to increase that amount so that it covers the full cost of the American Jobs Act.’ [Cato.org, [9/12/11](#)]