

Boxer Statement on Transportation Bill: Nearly Half a Million Jobs at Risk Nationwide
Boxer Details Immediate Need for Action on Transportation Bill
July 6, 2011

Washington, DC - Senator Barbara Boxer (D-CA), Chairman of the Environment and Public Works Committee, held a press conference today and released new numbers regarding transportation-related job losses nationwide under the House passed budget plan. According to the Federal Highway Administration, almost 500,000 jobs would be lost across the country if Congress were to act on the House passed budget plan and impose significant cuts to our transportation programs. The state-by-state numbers can be accessed [here](#).

Senator Boxer's remarks from today's press conference, as prepared for delivery, follow:

"We are at a critical moment today when it comes to our nation's infrastructure. I am here to shine a light on what is at stake for our nation's economy and American families.

The current surface transportation bill expires on September 30, and Congress must decide in the coming days which path to choose: protect jobs and put people to work, or throw hundreds of thousands of people out of work in a sector that has suffered enormously during the recession.

The Senate is working on an approach that will immediately jumpstart the economy, but we are running out of time and must act quickly.

In contrast, the House has signaled that it intends to go in a direction that will result in overwhelming job losses in the construction sector, which has been devastated during the economic downturn. Congressman Paul Ryan, Chairman of the House Budget Committee, laid out a budget blue print that calls for a 36 percent funding cut for the nation's highway programs.

That 36 percent cut in transportation was passed by the Republican House and unless their Transportation Committee acts to change that, that cut becomes very real.

As Chairman of the Environment and Public Works Committee, I have been working with my Democratic and Republican colleagues to develop a bipartisan transportation proposal that will support current funding levels, and create jobs by expanding TIFIA, which traditionally leverages federal dollars at a 30 to 1 ratio through an already successful loan program.

There is tremendous support from businesses, workers, and the American people for a transportation bill that promotes sound economic growth.

AFL-CIO President Richard Trumka and U.S. Chamber of Commerce President Thomas Donohue have joined together in calling for quick action on a transportation bill that will create jobs and spur an economic recovery.

Under the House passed budget, all fifty states would experience job losses, and the consequences for families across the nation would be devastating.

According to an analysis by the Federal Highway Administration, about 500,000 Americans would lose their jobs in fiscal year 2012 -- just in the highway program alone.

Let's look at the transportation related job losses nationwide under the Ryan budget. (charts with state-by-state data were shown)

Our long term prosperity also requires that we invest in our infrastructure. Our transportation systems used to be the best in the world, but investments have not kept up with the needs, and now we are falling behind.

According to a report by the Department of the Treasury and the Council of Economic Advisors, the United States currently spends 2 percent of GDP on infrastructure, a 50 percent decline from 1960. Meanwhile, China is spending close to 9 percent of their GDP on infrastructure.

A congressionally mandated report in 2008 called for investments of up to at least \$225 billion annually over the next 50 years at all levels of government to bring our existing surface transportation infrastructure to a good state of repair. All combined, our States, cities and the Federal Government are spending 40 percent less than that amount.

The underinvestment in infrastructure has led to a crumbling transportation system. The American Society of Civil Engineers' 2009 "Report Card for America's Infrastructure" gave our nation's infrastructure a "D." A "D" is not the grade a world leader with an infrastructure system for the 21st Century would receive.

According to the Department of Transportation, over 50 percent of highway miles are traveled on roads in less than "good" condition and over 70,000 of our nation's bridges are structurally deficient.

The choice is clear. We must invest in our aging infrastructure for the long-term economic health of this nation, to keep the U.S. competitive in the global marketplace, and to move America forward."

United States Senate

WASHINGTON, DC 20510

Congress Will Be Cutting 630,000 Jobs Unless it Passes a Strong Transportation Bill

July 14, 2011

Dear Colleague,

We are at a crisis moment today when it comes to our nation's transportation system, and Congress must act before September 30, or hundreds of thousands of Americans will lose their jobs.

The good news is that the Senate is working on a bipartisan transportation proposal that will support current funding levels.

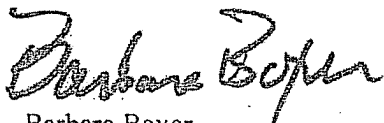
A great country must keep up investment in infrastructure. According to a report by the Council of Economic Advisors, the U.S. currently spends 2 percent of GDP on infrastructure, a 50 percent decline from 1960. Meanwhile, China is spending close to 9 percent of its GDP on infrastructure. The underinvestment in infrastructure has led to a crumbling transportation system that the American Society of Civil Engineers gave a "D" on their 2009 "Report Card for America's Infrastructure." This is not the grade a world leader with an infrastructure system for the 21st Century would receive.

Please support a bill which maintains funding at the current levels, includes significant reforms to make the nation's transportation programs more streamlined and efficient, and provides robust assistance for transportation projects under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program to leverage state, local and private-sector funding.

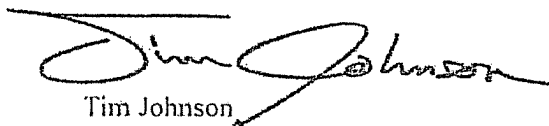
Many groups support our current spending levels approach, ranging from the U.S. Chamber of Commerce to the AFL-CIO.

Attached are state-by-state lists of the number of jobs that will be lost as a result of funding cuts in highways and public transportation if we do not act by September 30.

Sincerely,



Barbara Boxer
Chairman
Committee on Environment and
Public Works



Tim Johnson
Chairman
Committee on Banking, Housing, and
Urban Affairs

State-by-State Impact of Cuts to Highway Infrastructure Investment

State	FY 2011 Actual*	FY 2012 Estimated Under House GOP Budget**	Reduction	% Reduction	Jobs Lost***
Alabama	719,499,894	462,250,406	-257,249,488	-35.75%	8,947
Alaska	448,795,497	285,374,201	-163,421,296	-36.41%	5,684
Arizona	689,245,750	447,806,436	-241,439,314	-35.03%	8,397
Arkansas	479,626,299	308,255,243	-171,371,056	-35.73%	5,960
California	3,421,473,255	2,171,036,650	-1,250,436,605	-36.55%	43,489
Colorado	507,641,720	322,886,021	-184,755,699	-36.39%	6,426
Connecticut	468,654,887	301,400,538	-167,254,349	-35.69%	5,817
Delaware	157,171,591	99,887,076	-57,284,515	-36.45%	1,992
District of Columbia	152,612,544	95,065,701	-57,546,843	-37.71%	2,001
Florida	1,779,520,834	1,165,594,138	-613,926,696	-34.50%	21,352
Georgia	1,214,718,614	791,842,153	-422,876,461	-34.81%	14,707
Hawaii	161,399,324	101,173,351	-60,225,973	-37.31%	2,095
Idaho	269,568,494	174,914,534	-94,653,960	-35.11%	3,292
Illinois	1,344,744,025	863,482,496	-481,261,529	-35.79%	16,738
Indiana	895,910,212	585,100,712	-310,809,500	-34.69%	10,810
Iowa	457,727,766	287,486,787	-170,240,979	-37.19%	5,921
Kansas	360,820,113	225,819,716	-135,000,397	-37.41%	4,695
Kentucky	628,450,910	404,926,310	-223,524,600	-35.57%	7,774
Louisiana	644,013,112	410,682,482	-233,330,630	-36.23%	8,115
Maine	177,079,140	109,980,962	-67,098,178	-37.89%	2,334
Maryland	569,962,080	361,042,525	-208,919,555	-36.65%	7,266
Massachusetts	579,573,923	363,290,346	-216,283,577	-37.32%	7,522
Michigan	997,921,662	637,456,966	-360,464,676	-36.12%	12,537
Minnesota	603,633,915	382,954,688	-220,679,227	-36.56%	7,675
Mississippi	449,447,444	286,047,250	-163,400,194	-36.36%	5,683
Missouri	858,658,537	549,923,220	-308,735,317	-35.96%	10,738
Montana	377,525,663	236,468,527	-141,057,136	-37.36%	4,906
Nebraska	275,166,553	173,666,205	-101,500,348	-36.89%	3,530
Nevada	343,156,600	221,019,688	-122,136,912	-35.59%	4,248
New Hampshire	156,903,986	99,692,079	-57,211,907	-36.46%	1,990
New Jersey	944,367,136	603,896,272	-340,470,864	-36.05%	11,841
New Mexico	339,203,209	217,735,976	-121,467,233	-35.81%	4,225
New York	1,596,443,684	1,010,339,801	-586,103,883	-36.71%	20,384
North Carolina	983,190,394	634,033,049	-349,157,345	-35.51%	12,143
North Dakota	236,322,354	149,197,373	-87,124,981	-36.87%	3,030
Ohio	1,243,591,571	800,549,144	-443,042,427	-35.63%	15,409
Oklahoma	601,558,415	383,540,118	-218,018,297	-36.24%	7,582
Oregon	466,361,039	294,096,576	-172,264,463	-36.94%	5,991
Pennsylvania	1,559,308,478	991,784,840	-567,523,638	-36.40%	19,738
Rhode Island	206,290,321	128,123,683	-78,166,638	-37.89%	2,719
South Carolina	592,210,888	383,573,586	-208,637,302	-35.23%	7,256
South Dakota	260,941,109	167,067,361	-93,873,748	-35.98%	3,265
Tennessee	781,257,424	504,632,610	-276,624,814	-35.41%	9,621
Texas	2,970,543,549	1,933,957,611	-1,036,585,938	-34.90%	36,051
Utah	305,185,298	195,286,348	-109,898,950	-36.01%	3,822
Vermont	190,674,842	118,612,958	-72,061,884	-37.79%	2,506
Virginia	943,236,368	608,667,388	-334,568,980	-35.47%	11,636
Washington	635,435,628	395,948,876	-239,486,752	-37.69%	8,329
West Virginia	405,181,815	264,177,667	-141,004,148	-34.80%	4,904
Wisconsin	691,609,718	445,591,025	-246,018,693	-35.57%	8,556
Wyoming	231,317,734	147,196,966	-84,120,768	-36.37%	2,926
Federal Lands and Other Allocated Programs	4,732,144,682	3,695,463,345	-1,036,681,337	-21.91%	36,052
TOTAL	41,107,000,000	27,000,000,000	-14,107,000,000	-34.32%	490,627

NOTE: The information in this table was prepared by the Federal Highway Administration (FHWA).

* Based on FHWA Notice N 4520.209 issued June 30, 2011.

** Based on the Highway Trust Fund parameters included in the House-passed budget resolution (H.Con. Res. 34), the Congressional Budget Office estimates that the FY 2012 Federal-aid Highway Program obligation limitation would be \$27 billion. The FY 2012 estimated column reflects the State-by-State distribution of the \$27 billion under current FHWA apportionment factors.

*** The Jobs Lost column is based on the 2007 FHWA model on the correlation between highway infrastructure investment and employment that every \$1 billion in Federal funding for transportation that is matched by State and local funds creates and saves approximately 34,779 jobs across all sectors of the economy.

Impact of Public Transportation Cuts State-by-State

July 7, 2011

State	FY 2011 Actual*	Annual Transit Funding at CBO Projected Levels Under Mica Proposal & House-Passed GOP Budget**			Jobs Lost***
		House-Passed GOP Budget**	Reduction - 37%		
Alabama	\$74 million	\$47 million	-\$28 million	1,032	
Alaska	\$85 million	\$53 million	-\$31 million	1,175	
Arizona	\$110 million	\$69 million	-\$41 million	1,529	
Arkansas	\$32 million	\$20 million	-\$12 million	444	
California	\$1,266 million	\$798 million	-\$468 million	17,565	
Colorado	\$259 million	\$163 million	-\$96 million	3,593	
Connecticut	\$214 million	\$135 million	-\$79 million	2,969	
Delaware	\$25 million	\$15 million	-\$9 million	340	
Dist. Of Columbia	\$160 million	\$101 million	-\$59 million	2,226	
Florida	\$374 million	\$235 million	-\$138 million	5,183	
Georgia	\$188 million	\$118 million	-\$69 million	2,605	
Hawaii	\$116 million	\$73 million	-\$43 million	1,612	
Idaho	\$23 million	\$14 million	-\$8 million	314	
Illinois	\$490 million	\$308 million	-\$181 million	6,793	
Indiana	\$90 million	\$57 million	-\$33 million	1,253	
Iowa	\$46 million	\$29 million	-\$17 million	633	
Kansas	\$38 million	\$24 million	-\$14 million	532	
Kentucky	\$58 million	\$37 million	-\$22 million	808	
Louisiana	\$69 million	\$44 million	-\$26 million	960	
Maine	\$15 million	\$10 million	-\$6 million	209	
Maryland	\$207 million	\$131 million	-\$77 million	2,876	
Massachusetts	\$323 million	\$203 million	-\$119 million	4,480	
Michigan	\$169 million	\$107 million	-\$63 million	2,347	
Minnesota	\$147 million	\$92 million	-\$54 million	2,034	
Mississippi	\$30 million	\$19 million	-\$11 million	413	
Missouri	\$101 million	\$64 million	-\$38 million	1,407	
Montana	\$18 million	\$11 million	-\$7 million	245	
Nebraska	\$26 million	\$16 million	-\$9 million	355	
Nevada	\$52 million	\$33 million	-\$19 million	720	
New Hampshire	\$16 million	\$10 million	-\$6 million	227	
New Jersey	\$437 million	\$275 million	-\$162 million	6,059	
New Mexico	\$37 million	\$23 million	-\$14 million	509	
New York	\$1,747 million	\$1,101 million	-\$646 million	24,241	
North Carolina	\$120 million	\$76 million	-\$45 million	1,670	
North Dakota	\$14 million	\$9 million	-\$5 million	187	
Ohio	\$188 million	\$118 million	-\$69 million	2,602	
Oklahoma	\$44 million	\$28 million	-\$16 million	614	
Oregon	\$81 million	\$51 million	-\$30 million	1,124	
Pennsylvania	\$414 million	\$261 million	-\$153 million	5,743	
Rhode Island	\$57 million	\$36 million	-\$21 million	787	
South Carolina	\$45 million	\$28 million	-\$17 million	623	
South Dakota	\$16 million	\$10 million	-\$6 million	217	
Tennessee	\$86 million	\$54 million	-\$32 million	1,189	
Texas	\$657 million	\$414 million	-\$243 million	9,112	
Utah	\$252 million	\$159 million	-\$93 million	3,500	
Vermont	\$11 million	\$7 million	-\$4 million	156	
Virginia	\$256 million	\$161 million	-\$95 million	3,548	
Washington	\$346 million	\$218 million	-\$128 million	4,802	
West Virginia	\$30 million	\$19 million	-\$11 million	422	
Wisconsin	\$85 million	\$54 million	-\$32 million	1,184	
Wyoming	\$9 million	\$6 million	-\$3 million	123	
Research Programs and FTA Administration	\$157 million	\$99 million	-\$58 million	2,178	
New Starts project funds authorized but rescinded for FY11	\$200 million	\$126 million	-\$74 million	2,775	
TOTAL	\$10.2 billion	\$6.4 billion	-\$3.8 billion	141,302	

*State estimates are based on actual FY11 FTA apportionments of formula-based programs and discretionary program awards. Estimates for discretionary programs are based on the average amount of funding a state has received under SAFETEA-LU and its extensions, except for New Starts project funding which is distributed based on FTA's FY11 allocation.

**The Mica proposal and House-passed GOP budget assume reducing transportation investment to align with current Highway Trust Fund receipts. According to current revenue estimates by the non-partisan Congressional Budget Office, this level of funding would reduce federal investment in public transportation programs by at least 37 percent in a six-year transportation bill (FY2012 - FY2017). That estimate does not count Federal Highway Administration funds flexed to transit projects by states, as those funds would be cut separately. The House-passed budget resolution also calls for terminating the New Starts and Small Starts programs for transit construction that receives funds from the general fund of the Treasury, but this chart assumes only a 37% cut.

*** Jobs Lost column is based on estimates of the job impacts of public transportation spending in the report "The Economic Impact of Public Transportation Investment" produced by Economic Development Research Group, Inc. and Cambridge Systematics, Inc. in 2009. The report finds that 30,000 are jobs supported or created for every \$1 billion of federal investment in public transportation, excluding state and local matching funds. Federal rules require that federal investment in transit be matched by states, as those funds would be cut compose at least 20 percent of a project's total cost. The Jobs Lost column reflects total job effects of 37,500 jobs per \$1 billion of investment to account for these matching funds.

Senator Boxer and Senator Inhofe Release Bipartisan Transportation Reauthorization Bill Outline

MAP-21 will create jobs, accelerate economic recovery

July 19, 2011

Washington, DC - Today, Senator Barbara Boxer (D-CA), Chairman of the Environment and Public Works Committee (EPW), and Senator James Inhofe (R-OK), Ranking Member, released an outline for Moving Ahead for Progress in the 21st Century (MAP-21), a bipartisan proposal to reauthorize the nation's transportation programs for two years.

The proposal maintains funding at the current levels, includes significant reforms to make the nation's transportation programs more streamlined and efficient, and provides robust assistance for transportation projects under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program to leverage state, local and private-sector funding.

Senators Boxer said: **"We have worked together to develop MAP-21, which is a bipartisan proposal that modernizes and reforms our current transportation systems to help create jobs, jumpstart our economy, and build the foundation for long-term prosperity. This bill is an investment in America's future, because the nation's aging infrastructure has not kept up with needed improvements, and now our transportation systems are falling behind other countries. We will continue to work to move the transportation bill through the EPW Committee and the full Senate."**

Senator Inhofe said: **"Today I am pleased join Senator Boxer to announce that we have completed bipartisan negotiations on the highway policies that will be included in the next transportation bill. This is a tremendous step forward. Chairman Boxer has shown her willingness to work with us to produce a bill that should enjoy strong bipartisan support. Our next step is crucial: given the state of our economy, and the debate here in Congress, we must work with Chairman Baucus and Republicans on the Finance Committee to find a way to pay for this bill. I am confident that if we continue to work together as we have thus far, we can get the job done. Doing so is vital for jobs, the economy and our nation's infrastructure."**

The current surface transportation bill expires on September 30, and many groups, ranging from the U.S. Chamber of Commerce to the AFL-CIO, have called for immediate action to reauthorize the nation's transportation programs. The Senate's approach is a clear rejection of the 34 percent cut in funding proposed by the House, which would result in 630,000 jobs in highways and transit being lost in 2012.

Specific highlights from key areas of the proposal include:

Funding

MAP-21 authorizes Federal-aid highway programs for 2-years while maintaining current spending levels. The goal of the Committee remains attaining the optimum achievable authorization depending on the resources available and in a way that does not increase the deficit and can achieve bipartisan support. In addition, MAP-21 eliminates earmarks.

Core Programs