Statement of

Chris Spear
President & Chief Executive Officer
American Trucking Associations

Before the

Committee on Commerce, Science, and Transportation
United States Senate

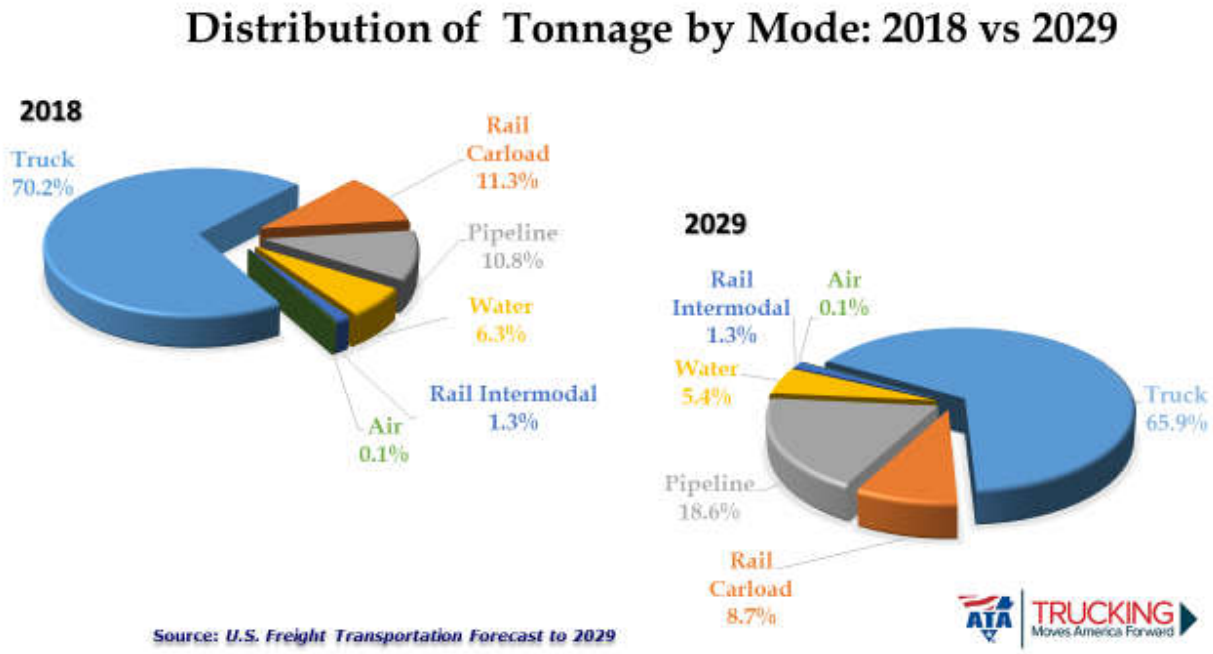
Hearing on

America's Infrastructure Needs:
Keeping Pace with a Growing Economy

February 13, 2019

Chairman Wicker, Ranking Member Cantwell, and members of the committee, thank you for providing the American Trucking Associations (ATA)[1] with the opportunity to testify on our nation's infrastructure needs.

Trucking is the fulcrum point in the United States' supply chain. This year, our industry will move 70 percent of the nation's freight tonnage, and over the next decade will be tasked with moving nearly three billion more tons of freight than it does today while continuing to deliver the vast majority of goods.[2] Trucks haul 90 percent of the freight originating in Mississippi and 70 percent of the freight delivered from Washington State. In 2017, the goods moved by trucks were worth more than $10 trillion.[3] The trucking industry is also a significant source of employment, with 7.7 million people working in various occupations, accounting for every 1 in 18 jobs in the U.S.[4] Furthermore, "truck driver" is the top job in 29 states.[5]



Without trucks, our cities, towns and communities would lack key necessities including food and drinking water; there would be no clothes to purchase, and no parts to build automobiles or fuel to power them. The rail, air and water intermodal sectors would not exist in their current form without the trucking industry to support them. Trucks are central to our nation's economy and our way of life, and every time the government makes a decision that affects the trucking industry, those

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[1] *American Trucking Associations is the largest national trade association for the trucking industry. Through a federation of 50 affiliated state trucking associations and industry-related conferences and councils, ATA is the voice of the industry America depends on most to move our nation's freight. Follow ATA on Twitter or on Facebook. Trucking Moves America Forward.*

[2] *Freight Transportation Forecast 2018 to 2029*. American Trucking Associations, 2018.

[3] *2017 Commodity Flow Survey Preliminary Report*. U.S. Census Bureau, Dec. 7, 2018.

[4] *American Trucking Trends 2018*, American Trucking Associations.

[5] https://www.marketwatch.com/story/keep-on-truckin-in-a-majority-of-states-its-the-most-popular-job-2015-02-09

impacts are also felt by individuals and by the millions of businesses that could not exist without trucks.

Mr. Chairman, we are on the cusp of a transformation in the movement of freight, one that you and your colleagues will greatly influence. Radical technological change will, in the near future, allow trucks to move more safely and efficiently, and with less impact on the environment than we ever dared to imagine. Yet we are facing headwinds, due almost entirely to government action or, in some cases inaction that will slow or cancel out entirely the benefits of innovation. Failure to maintain and improve the highway system that your predecessors helped to create will destroy the efficiencies that have enabled U.S. manufacturers and farmers to continue to compete with countries that enjoy far lower labor and regulatory costs.

Mr. Chairman, we are at a critical point in our country's history, and the decisions made by this committee over the next few months will impact the safety and efficiency of freight transportation for generations. ATA looks forward to working with you to develop and implement sound policy that benefits the millions of Americans and U.S. businesses that rely on a safe and efficient supply chain.

THE COST OF INACTION

A well-maintained, reliable and efficient network of highways is crucial to the delivery of the nation's freight, and vital to our country's economic and social well-being. However, the road system is rapidly deteriorating, and costs the average motorist nearly $1,600 a year in higher maintenance and congestion expenses.[6] Highway congestion also adds nearly $75 billion to the cost of freight transportation each year.[7] In 2016, truck drivers sat in traffic for nearly 1.2 billion hours, equivalent to more than 425,000 drivers sitting idle for a year.[8]

While the cost and scale of addressing highway improvement needs is daunting, it is important to note that much of the congestion is focused at a relatively small number of locations. Just 17% of National Highway System (NHS) miles represents 87% of total truck congestion costs nationwide.[9] Many of these locations are at highway bottlenecks that are identified annually by the American Transportation Research Institute. ATRI just released its latest freight bottlenecks report, which identifies the top 100 truck bottlenecks around the country.[10] The worst bottleneck was Interstate 95 at State Route 4 in Fort Lee, NJ. More than half of the bottlenecks are in states represented by Members of this committee, including thirteen in Texas, six in Connecticut, and five in Washington State. While most of the bottlenecks were in large metropolitan areas, the report found trouble spots even in smaller cities like Baton Rouge, LA, San Bernardino, CA, Birmingham, AL, Chattanooga, TN, and Greenville, SC. ATA's highway funding proposal, described below, would adopt a strategy for funding improvements at these costly choke points.

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[6] *Bumpy Road Ahead: America's Roughest Rides and Strategies to make our Roads Smoother,* The Road Information Program, Oct. 2018; *2015 Urban Mobility Scorecard.* Texas Transportation Institute, Aug. 2015.
[7] *Cost of Congestion to the Trucking Industry: 2018 Update*. American Transportation Research Institute, Oct. 2018.
[8] *Ibid.*
[9] *Ibid.*
[10] https://truckingresearch.org/2019/02/06/atri-2019-truck-bottlenecks/

Most troubling is the impact of underinvestment on highway safety. In nearly 53 percent of highway fatalities, the condition of the roadway is a contributing factor.[11] In 2011, nearly 17,000 people died in roadway departure crashes, over 50 percent of the total.[12] Many of these fatalities result from collisions with roadside objects, such as trees or poles located close to the roadway.

The Highway Trust Fund (HTF), the primary source of federal revenue for highway projects, safety programs and transit investments, is projected to run short of the funds necessary to maintain current spending levels by FY2021.[13] While an average of approximately $42 billion per year is expected to be collected from highway users over the next decade, nearly $60 billion will be required annually to prevent significant reductions in federal aid for critical projects and programs.[14] It should be noted that a $60 billion annual average federal investment *still* falls well short of the resources necessary to provide the federal share of the expenditure needed to address the nation's surface transportation safety, maintenance and capacity needs.[15] According to the American Society of Civil Engineers, the U.S. spends less than half of what is necessary to address these needs. As the investment gap continues to grow, so too will the number of deficient bridges, miles of roads in poor condition, number of highway bottlenecks and, most critically, the number of crashes and fatalities attributable to inadequate roadways.

A recently released report[16] by the Transportation Research Board (TRB) requested by Congress focused specifically on the current state and future needs of the Interstate Highway System. This critical network binds our nation together and reaps immeasurable economic and national security benefits for the United States. Most importantly, because interstates are far safer than surface roads, since 1967 it has prevented nearly a quarter million people from losing their lives in vehicular crashes.[17] The Interstate Highway System accounts for about one-quarter of all miles traveled by light-duty vehicles and 40 percent of miles traveled by trucks.[18] The TRB report estimates that conservatively, the state and federal investment necessary to address the Interstate system's maintenance and capacity needs will need to double or triple over today's expenditures in the next 20 years.[19]

BUILD AMERICA FUND

ATA's proposed solution to the highway funding crisis is the Build America Fund. The BAF would be supported with a new 20 cent per gallon fee built into the price of transportation fuels collected at the terminal rack, to be phased in over four years. The fee will be indexed to both inflation and improvements in fuel efficiency, with a five percent annual cap. We estimate that

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[11] *Roadway Safety Guide*. Roadway Safety Foundation, 2014.
[12] *Ibid.*
[13] *Projections of Highway Trust Fund Accounts – CBO's January 2018 Baseline*, Congressional Budget Office.
[14] *Ibid.*
[15] *2015 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance*. USDOT, Dec. 2016; see also *2017 Infrastructure Report Card*. American Society of Civil Engineers, 2017.
[16] *Renewing the National Commitment to the Interstate Highway System: A Foundation for the Future (2018).* Transportation Research Board, National Academy of Sciences.
[17] *Ibid,* p. 2-18
[18] *Ibid*, p. 2-10.
[19] *Ibid*, p. S-5

the fee will generate nearly $340 billion over the first 10 years. It will cost the average passenger vehicle driver just over $100 per year once fully phased in.[20]

We also support a new fee on hybrid and electric vehicles, which underpay for their use of the highway system or do not contribute at all. We look forward to working with Congress to identify the best approach to achieve that goal. In addition, ATA supports repeal of the federal excise tax on trucking equipment, provided the revenue it generates for the HTF is replaced. This antiquated 12% sales tax, which was adopted during World War I, is a barrier to investment in the cleanest, safest trucks available on the market.

Under the BAF proposal, the first tranche of revenue generated by the new fee would be transferred to the HTF. Using a FY 2020 baseline, existing HTF programs would be funded at authorized levels sufficient to prevent a reduction in distributed funds, plus an annual increase to account for inflation.

Second, a new National Priorities Program (NPP) would be funded with an annual allocation of $5 billion, plus an annual increase equivalent to the percentage increase in BAF revenue. Each year, the U.S. Department of Transportation would determine the location of the costliest highway bottlenecks in the nation and publish the list. Criteria could include the number of vehicles; amount of freight; congestion levels; reliability; safety; or, air quality impacts. States with identified bottlenecks could apply to USDOT for project funding grants on a competitive basis. Locations could appear on the list over multiple years until they are addressed.

The funds remaining following the transfer to the HTF and the NPP would be placed into the Local Priorities Program (LPP). Funds would be apportioned to the states according to the same formula established by the Surface Transportation Block Grant Program, including sub-allocation to local agencies. Project eligibility would be the same as the eligibility for the National Highway Freight Program or National Highway Performance Program, for highway projects only.

This approach would give state and local transportation agencies the long-term certainty and revenue stability they need to not only maintain, but also begin to improve their surface transportation systems. They should not be forced to resort to costly, inefficient practices – such as deferred maintenance – necessitated by the unpredictable federal revenue streams that have become all too common since 2008. Furthermore, while transportation investment has long-term benefits that extend beyond the initial construction phase, it is estimated that our proposal would add nearly half a million annual jobs related to construction nationwide, including nearly 6,000 jobs in Mississippi and more than 8,000 jobs in Washington State (see Appendix A for a full list of state-specific employment figures).[21]

The fuel tax is the most immediate, cost-efficient and conservative mechanism currently available for funding surface transportation projects and programs. Collection costs are less than

[20] Federal Highway Administration, *Highway Statistics 2016*, Table VM-1. Average light-duty vehicle consumed 522 gallons of fuel.

[21] *A Framework for Infrastructure Funding.* American Transportation Research Institute, Nov. 2017.

one percent of revenue.[22] Our proposal will not add to the federal debt or force states to resort to detrimental financing options that could jeopardize their bond ratings. Unlike other approaches that simply pass the buck to state and local governments by giving them additional "tools" to debt-finance their infrastructure funding shortfalls for the few projects that qualify, the BAF will generate real money that can be utilized for any federal-aid project.

Mr. Chairman, while some have suggested that a fuel tax is regressive, the economic harm of failing to enact our proposal will be far more damaging to motorists. The $100 per year paid by the average car driver under this proposal pales in comparison with the $1,600 they are now forced to pay annually due to additional vehicle maintenance, lost time, and wasted fuel that has resulted from underinvestment in our infrastructure. Borrowing billions of dollars each year from China to debt finance the HTF funding gap – a cost imposed on current and future generations of Americans who will be forced to pay the interest – is far more regressive than the modest fee needed to avoid further blowing up our already massive national debt. Forcing states to resort to tolls by starving them of federal funds is far more regressive than the $2.00 a week motorists would pay under our proposal. One needs only look to I-66 in Northern Virginia, where tolls average more than $12.00 per roundtrip and can sometimes exceed $46.00, to understand the potential impacts on lower- or middle-income Americans.[23] To put this into perspective, even if motorists only paid the average toll, the cost of a 10-mile trip over an eight day period on I-66 would be equivalent to their cost for an entire year under ATA's BAF proposal for all roads and bridges.

ALTERNATIVE REVENUE SOURCES

The fuel tax is the most fair and efficient method for funding highways. Just 0.2 percent of fuel tax revenue goes to collection costs.[24] However, we are willing to consider other funding options, provided they meet the following criteria:

- Be easy and inexpensive to pay and collect;
- Have a low evasion rate;
- Be tied to highway use; and
- Avoid creating impediments to interstate commerce.

While ATA is open to supporting a wide range of funding and financing options, we will oppose expansion of Interstate highway tolling authority and highway "asset recycling." Interstate tolls are a highly inefficient method of funding highways. Tolling also forces traffic onto secondary roads, which are weaker and less safe. Asset recycling involves selling or leasing public assets to the private sector. Where asset recycling has been utilized on toll roads in the U.S., toll payers have seen their rates increased, only to subsidize projects with little or no benefit to them. One need only consider the recent 35% increase in truck toll rates on the Indiana Toll Road for an example of these abusive practices. The state gets a single tranche of money for road, broadband, airport and other projects that have no direct benefit for toll road users, while the private operator

[22] *Ibid.*
[23] http://www.66expresslanes.org/documents/66_express_lanes_january_2018_performance_ereport.pdf
[24] *Ibid.*

of the highway reaps the profits for the next six decades. Please note that our position on asset recycling pertains only to the highway sector.

ATA is aware of proposals to create a new fee that taxes the cost of freight transportation services. While such a proposal is attractive in concept, we have identified several issues that have yet to be resolved to our satisfaction, and therefore we cannot support it at this time. Our primary (though by no means only) concerns are: high administrative costs; significant potential for evasion; and difficulty imposing the fee on private carriers

FUTURE REVENUE SOURCES

While ATA considers an increase in the fuel tax to be the best and most immediate means for improving our nation's roads and bridges, we also recognize that due to improvements in fuel efficiency and the development of new technologies that avoid the need to purchase fossil fuel altogether, the fuel tax is likely to be a diminishing source of revenue for surface transportation improvements. We, therefore, encourage Congress, in consultation with the Executive Branch, state and local partners and the private sector, to continue to work toward identifying future revenue sources.

The FAST Act created a new grant program designed to accomplish this objective, and we hope that this research will continue. While much work has already been accomplished in this regard, there is much still to be done before these new revenue mechanisms are ready for mainstream implementation. ATA encourages Congress to include in a future infrastructure package or surface transportation reauthorization bill a plan to bolster and, if necessary, ultimately replace current highway funding mechanisms with new, more sustainable revenue sources. We recommend a ten-year strategy that could include creation of a blue-ribbon commission to explore the results of pilot programs already completed or underway, with recommendations for either further research or a proposal for Congress to adopt a new funding approach.

FREIGHT TRANSPORTATION IMPROVEMENT

While trucks move the vast majority of freight, it is important to recognize the critical nature of the multimodal supply chain. The seamless interchange of freight between trucks, trains, aircraft, ships and waterways operators allows shippers to minimize costs and maximize efficiencies. While carriers do what they can to make this process as smooth as possible, some things are largely out of their hands and require government action.

Importance of the Federal Role

The federal government has a critical role to play in the supply chain. Freight knows no borders, and the constraints of trying to improve the movement of freight without federal funding and coordination will create a drag on all freight providers' ability to serve national and international needs. As the maps in Appendix B show, trucks move products to and from all corners of the country, and serve international markets as well.

These maps demonstrate that parochial debates over how much funding each state receives is ultimately destructive to shippers no matter where they are located. The cost of congestion for a

truck that moves freight from Kansas City to Chicago is no different whether that congestion occurs in Kansas City or in Chicago. There is little advantage to a truck moving a load of cars from the Port of Baltimore to a dealership in Washington, D.C. if roadway improvements are made around the port, only to experience severe congestion in Washington. The critical role that only the federal government can play is to look at investment decisions in the context of national impacts and determine which investments can produce the greatest economic benefits regardless of jurisdictional considerations. Only the federal government can break down the artificial constraints of geographic boundaries that hamper sound investment in our nation's freight networks. Only the federal government can provide the resources necessary to fund projects whose benefits extend beyond state lines, but are too expensive for state or local governments to justify investments at the expense of local priorities.

Freight Intermodal Connectors

Freight intermodal connectors – those roads that connect ports, rail yards, airports and other intermodal facilities to the National Highway System – are publicly owned. And while they are an essential part of the freight distribution system, many are neglected and are not given the attention they deserve given their importance to the nation's economy. Just nine percent of connectors are in good or very good condition, 19 percent are in mediocre condition, and 37 percent are in poor condition.[25] Not only do poor roads damage both vehicles and the freight they carry, but the Federal Highway Administration (FHWA) found a correlation between poor roads and vehicle speed. Average speed on a connector in poor condition was 22 percent lower than on connectors in fair or better condition.[26] FHWA further found that congestion on freight intermodal connectors causes 1,059,238 hours of truck delay annually and 12,181,234 hours of automobile delay.[27] Congestion on freight intermodal connectors adds nearly $71 million to freight transportation costs each year.[28]

One possible reason connectors are neglected is that the vast majority of these roads – 70 percent – are under the jurisdiction of a local or county government.[29] Yet, these roads are serving critical regional or national needs well beyond the geographic boundaries of the jurisdictions that have responsibility for them, and these broader benefits may not be factored into the local jurisdictions' spending decisions. While connectors are eligible for federal funding, it is clear that this is simply not good enough. We urge Congress to set aside adequate funding for freight intermodal connectors to ensure that these critical arteries are given the attention and resources they deserve.

TRUCK DRIVER PARKING SHORTAGE

Research and feedback from carriers and drivers suggest there is a significant shortage of available parking for truck drivers in certain parts of the country. Given the projected growth in demand for trucking services, this problem will likely worsen. There are significant safety

[25] *Freight Intermodal Connectors Study*. Federal Highway Administration, April 2017.
[26] *Ibid.*
[27] *Ibid.*
[28] *An Analysis of the Operational Costs of Trucking: 2018 Update*. American Transportation Research Institute, Oct. 2018. Estimates average truck operational cost of $66.65 per hour.
[29] *Ibid*.

benefits from investing in truck parking to ensure that trucks are not parking in unsafe areas due to lack of space.

Funding for truck parking is available to states under the current federal-aid highway program, but truck parking has not been a priority given a shortage of funds for essential highway projects. Therefore, we support the creation of a new discretionary grant program with dedicated funding from the federal-aid highway program for truck parking capital projects.

ADDITIONAL PRODUCTIVITY IMPEDIMENTS

It is helpful to understand the full range of productivity constraints we are facing in the context of addressing infrastructure-related impediments. There are a host of actions that Congress can take to improve freight mobility without compromising important societal goals such as safety and air quality.

While ATA supports state flexibility on certain matters, it should be recognized that Congress has a Constitutionally-mandated responsibility to ensure the flow of interstate commerce. Where appropriate, federal preemption may be necessary. Unfortunately, federal avoidance of preemption in the name of states' rights or to avoid controversy sometimes leads to a patchwork of state regulations that creates significant inefficiencies. Where appropriate, the federal government must act to protect the public interest from the parochial demands of narrow constituencies.

Workforce Development

The trucking industry is facing a severe labor shortage that threatens to increase the cost of moving freight and reduce supply chain efficiencies. In 2017, for example, the industry was short 50,000 drivers, the highest level on record. If current trends hold, the shortage could grow to more than 174,000 by 2026. Over the next decade, the trucking industry will need to hire roughly 898,000 new drivers, or an average of nearly 90,000 per year.

In recognition of challenges like these, at last March's infrastructure hearing before this Committee, Labor Secretary Alex Acosta specifically advocated for workforce development reforms to be included in an infrastructure package. In particular, Secretary Acosta testified in support of occupational licensing reform. As you may be aware, reforming outdated occupational licensing requirements has been a bipartisan priority of the past three administrations, and there is broad bipartisan support for rolling back these unnecessary barriers that hold back so many Americans, and which disproportionately affect African-Americans, Hispanics, military spouses and veterans, returning citizens, and the poor.

To help alleviate this problem in the trucking industry, ATA supports a number of occupational licensing reforms. First, ATA supports lowering the minimum age requirement for interstate truck driving from 21 to 18, but only for qualified CDL-holding apprentices that satisfy the safety, training, and technology requirements spelled out in the DRIVE Safe Act (S. 3352 in the 115th Congress). Modern-day vehicle safety technologies have advanced by several orders of magnitude since the current minimum age requirement was promulgated decades ago. Research shows that the technologies required by the DRIVE Safe Act and endorsed by the NTSB—such as active braking, collision avoidance, and event recorders—significantly improve safety

performance. Meanwhile, 6.4 million Opportunity Youth in this country are neither employed, nor in school, even as the nation is short 50,000 truck drivers. An update to the minimum age requirement is long over-due.

Second, to better connect job-seekers to trucking careers that offer a median salary of $54,585, health and retirement benefits, and potentially thousands of dollars in signing bonuses, ATA supports efforts to require states to better serve the growing number of truck driver candidates who receive driver training outside their state of domicile. Currently, out-of-state trainees have to travel back and forth to their home state, every time they pass either the CDL knowledge test or skills test, just to obtain the basic occupational licenses necessary to launch their trucking career. This arrangement imposes unnecessary financial burdens on those who can least afford it and exposes them to skills degradation. This problem could be addressed by requiring states receiving federal funds for infrastructure projects to allow such out-of-state trainees to (1) complete all training; (2) take all necessary tests; and (3) obtain all necessary credentials in the state in which they are receiving training– without having to travel back to their home state.

As the Council of Economic Advisers has noted:

> Because [occupational] licenses are largely granted by states (rather than being nationally recognized), licensing inhibits the free flow of licensed workers across state boundaries to better match labor supply to labor demand. Unless the geographic footprint and skill needs of expanded infrastructure investments match the geographic distribution of currently unemployed infrastructure workers, some reshuffling of workers across state lines may be needed.[30]

In the trucking industry, the geographic distribution of currently unemployed truck driver candidates does not match the geographic footprint of federal workforce development investments. Accordingly, individuals aspiring to become truck drivers are crossing state lines to obtain state-of-the-art training from motor carriers that have the support of federal workforce dollars and have been hiring minorities, veterans, apprentices, and other underrepresented populations at industry-leading rates.

To better facilitate and scale this innovative model of workforce development, ATA supports efforts to require states of domicile to (1) accept the results of an applicant's CDL knowledge test administered in another state, and to (2) electronically transmit or deliver by mail the relevant credential – be it a CLP or a CDL – to the applicant without requiring him or her to physically come back to the state of domicile.

Infrastructure and Trucking Technology

ATA supports the development and deployment of automated vehicle technology and connectivity for all vehicle types. The transportation industry is in an era of technological evolution that can deliver increased safety and efficiency for highway vehicles and vulnerable road users. Automated driving systems and vehicle safety communications are peaking in research and development, and are on the brink of market utilization. We encourage Congress to

[30] The Council of Economic Advisers, "The Economic Benefits and Impacts of Expanded Infrastructure Investment," March 2018

adopt legislation that facilitates the adoption of technology that improves safety, the environment, traffic congestion, and energy efficiency. It is important to ensure that all vehicles that share the road together, including commercial vehicles, are included in legislation that governs and facilitates these improvements. Furthermore, as you consider funding for infrastructure investment generally, keep in mind that these improvements are vital to the successful adoption of intelligent transportation systems.

CONCLUSION

Mr. Chairman, over the next decade, freight tonnage is projected to grow by 30 percent.[31] The trucking industry is expected to carry two-thirds of the nation's freight in 2029 and it will be tasked with hauling 2.6 billion *more* tons of freight than it moved this year.[32] Without federal support and cooperation, the industry will find it extremely difficult to meet these demands at the price and service levels that its customers – American businesses – need to compete globally. It is imperative to our nation's economy and security that Congress, working in concert with the Administration, invest in critical highway freight infrastructure, and make the reforms necessary to create an improved regulatory environment that fosters greater safety and efficiency in our supply chain.

The trucking industry, and especially truck drivers, understands the importance of safe and efficient highways like nobody else. Roads and bridges are our workplace, and we cannot properly serve the needs of the nation if elected officials continue to allow highways to fall into greater neglect. The trucking industry already pays nearly half the user fees into the HTF and we are willing to invest more. To us, and most Americans, this is not an ideological debate. It is simply a decision about whether we make the investments necessary to remain competitive and prevent needless injuries and deaths, or continue on the current path.

Mr. Chairman, on January 6, 1983, President Ronald Reagan, in signing into law legislation that increased the federal fuel tax, said:

> *Today . . . America ends a period of decline in her vast and world-famous transportation system . . . . [We] can now ensure for our children a special part of their heritage—a network of highways and mass transit that has enabled our commerce to thrive, our country to grow, and our people to roam freely and easily to every corner of our land.*

That bill was supported by 261 Members of the House, including a majority of both Republicans and Democrats. Roads and bridges know no political party; we all benefit from them. It is time for elected officials to put aside partisan politics and regional differences and fulfill the promise to the American people expressed so eloquently by President Reagan.

Mr. Chairman, we appreciate your support and the support that Senate Leaders – Republican and Democrat – have given to passage of an infrastructure bill this Congress. In his State of the Union speech last week, President Trump called on Congress to work with him to pass an

[31] *Freight Transportation Forecast 2018-2029*. IHS Global Insight, 2018.
[32] *Ibid.*

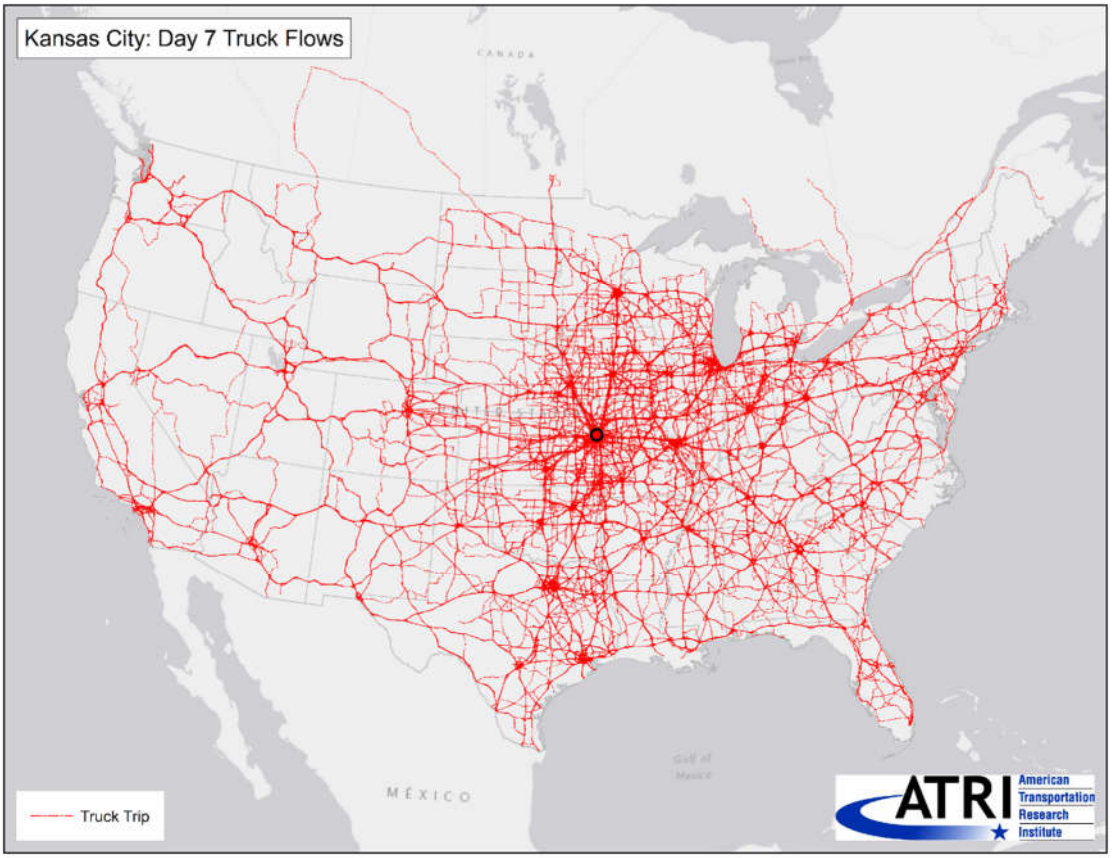
infrastructure bill, and correctly stated that this is not an option, it is a necessity. You have a willing partner in the White House, and also in the House of Representatives where Speaker Pelosi and T&I Chairman DeFazio have made similar commitments to pursuing a robust, bipartisan infrastructure package. Congress has a unique opportunity this year to show the American people that Congress is, once more, able to work together, in partnership with the President, to pass bipartisan legislation that will improve their daily lives, create good jobs and grow the economy.

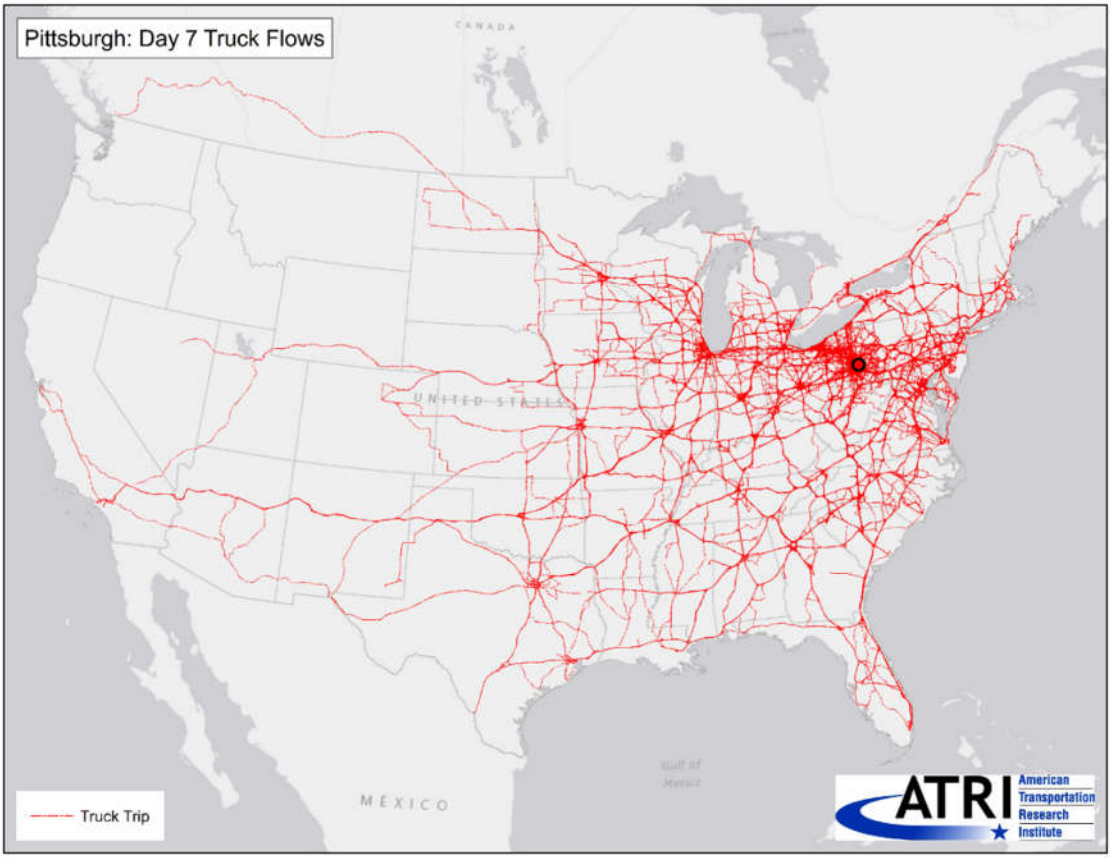
Thank you once again for the opportunity to testify on this important subject. We look forward to working with the committee to advance legislation that enables the trucking industry to continue to provide safe and efficient freight transportation services to the American people.

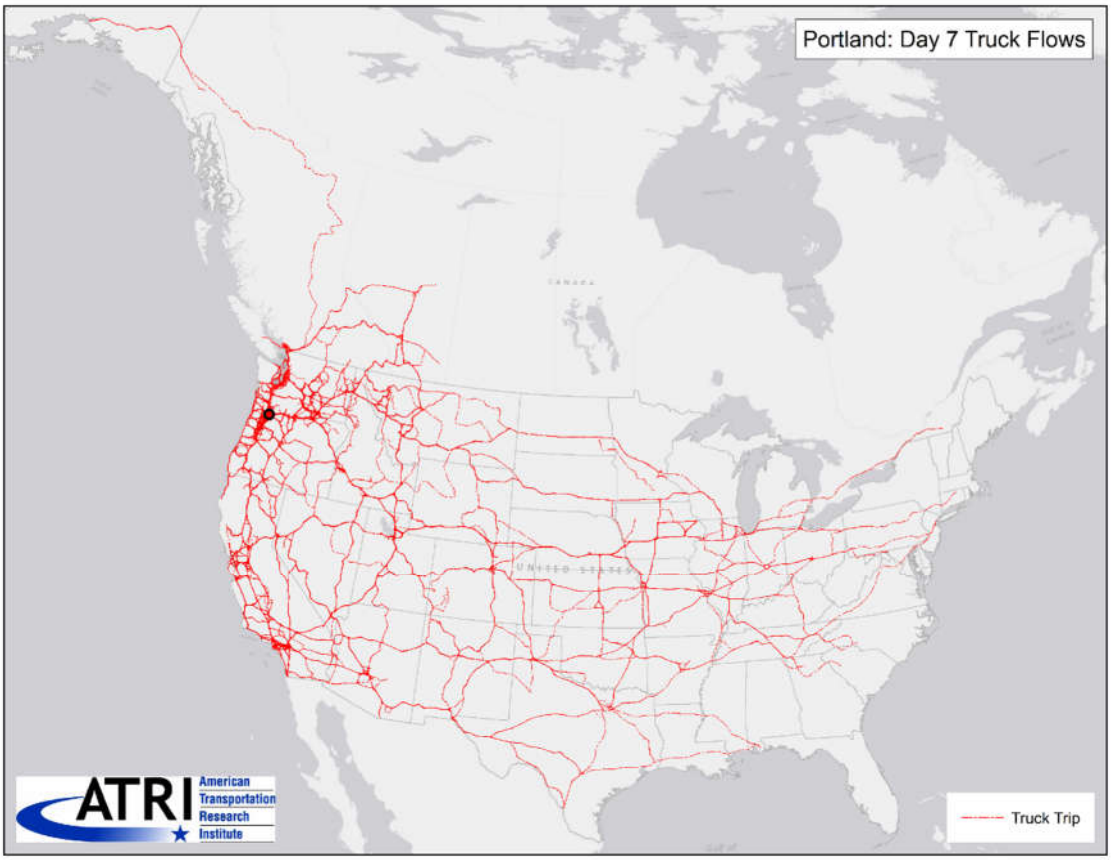
APPENDIX A: FUNDING IMPACT MATRIX - ANNUAL STATE-LEVEL JOB AND REVENUE INCREASES RESULTING FROM FEDERAL FUEL TAX INCREASES

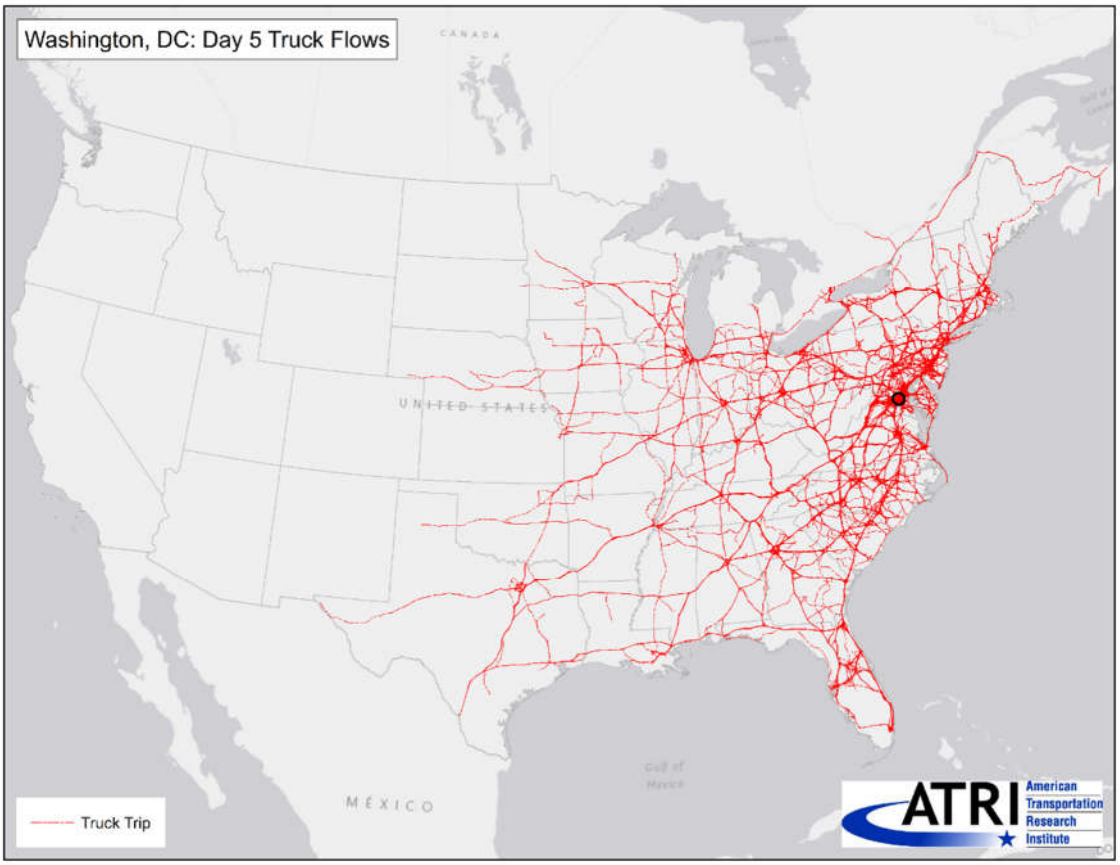
	Current Annual Allocation		Twenty Cent - Increase Federal Motor Fuels Tax Annual Benefits				Twenty Five Cent - Increase Federal Motor Fuels Tax Annual Benefits			
STATE	FAST ACT Apportioned Funds (in milions)	Percent of Total	Additional $30 Billion Federal Funding (in millions)	State Match (20%) (in millions)	Total New Funds (in millions)	# of Jobs	Additional $37.25 Billion Federal Funding (in millions)	State Match (20%) (in millions)	Total New Funds (in millions)	# of Jobs
ALABAMA	$ 770	1.9%	$ 581	$ 116	$ 697	9,067	$ 722	$ 144	$ 866	11,258
ALASKA	$ 509	1.3%	$ 384	$ 77	$ 461	5,992	$ 477	$ 95	$ 572	7,440
ARIZONA	$ 742	1.9%	$ 560	$ 112	$ 673	8,744	$ 696	$ 139	$ 835	10,857
ARKANSAS	$ 525	1.3%	$ 397	$ 79	$ 476	6,187	$ 492	$ 98	$ 591	7,682
CALIFORNIA	$ 3,723	9.4%	$ 2,812	$ 562	$ 3,374	43,862	$ 3,491	$ 698	$ 4,189	54,462
COLORADO	$ 542	1.4%	$ 410	$ 82	$ 492	6,390	$ 509	$ 102	$ 610	7,935
CONNECTICUT	$ 509	1.3%	$ 385	$ 77	$ 462	6,002	$ 478	$ 96	$ 573	7,453
DELAWARE	$ 172	0.4%	$ 130	$ 26	$ 156	2,022	$ 161	$ 32	$ 193	2,510
DIST. OF COL.	$ 162	0.4%	$ 122	$ 24	$ 147	1,907	$ 152	$ 30	$ 182	2,368
FLORIDA	$ 1,922	4.8%	$ 1,451	$ 290	$ 1,742	22,642	$ 1,802	$ 360	$ 2,163	28,114
GEORGIA	$ 1,310	3.3%	$ 989	$ 198	$ 1,187	15,430	$ 1,228	$ 246	$ 1,474	19,159
HAWAII	$ 172	0.4%	$ 130	$ 26	$ 155	2,021	$ 161	$ 32	$ 193	2,510
IDAHO	$ 290	0.7%	$ 219	$ 44	$ 263	3,418	$ 272	$ 54	$ 326	4,244
ILLINOIS	$ 1,442	3.6%	$ 1,089	$ 218	$ 1,307	16,990	$ 1,352	$ 270	$ 1,623	21,097
INDIANA	$ 967	2.4%	$ 730	$ 146	$ 876	11,387	$ 906	$ 181	$ 1,088	14,139
IOWA	$ 499	1.3%	$ 376	$ 75	$ 452	5,873	$ 467	$ 93	$ 561	7,292
KANSAS	$ 383	1.0%	$ 289	$ 58	$ 347	4,516	$ 359	$ 72	$ 431	5,607
KENTUCKY	$ 674	1.7%	$ 509	$ 102	$ 611	7,940	$ 632	$ 126	$ 758	9,859
LOUISIANA	$ 712	1.8%	$ 538	$ 108	$ 645	8,387	$ 668	$ 134	$ 801	10,414
MAINE	$ 187	0.5%	$ 141	$ 28	$ 170	2,206	$ 176	$ 35	$ 211	2,739
MARYLAND	$ 610	1.5%	$ 460	$ 92	$ 552	7,181	$ 572	$ 114	$ 686	8,917
MASSACHUSETTS	$ 616	1.6%	$ 465	$ 93	$ 558	7,258	$ 578	$ 116	$ 693	9,012
MICHIGAN	$ 1,068	2.7%	$ 807	$ 161	$ 968	12,582	$ 1,001	$ 200	$ 1,202	15,623
MINNESOTA	$ 661	1.7%	$ 500	$ 100	$ 599	7,793	$ 620	$ 124	$ 744	9,676
MISSISSIPPI	$ 491	1.2%	$ 370	$ 74	$ 445	5,780	$ 460	$ 92	$ 552	7,177
MISSOURI	$ 960	2.4%	$ 725	$ 145	$ 870	11,313	$ 900	$ 180	$ 1,081	14,047
MONTANA	$ 416	1.0%	$ 314	$ 63	$ 377	4,903	$ 390	$ 78	$ 468	6,088
NEBRASKA	$ 293	0.7%	$ 221	$ 44	$ 266	3,454	$ 275	$ 55	$ 330	4,289
NEVADA	$ 368	0.9%	$ 278	$ 56	$ 334	4,339	$ 345	$ 69	$ 414	5,388
NEW HAMPSHIRE	$ 168	0.4%	$ 127	$ 25	$ 152	1,974	$ 157	$ 31	$ 189	2,452
NEW JERSEY	$ 1,013	2.5%	$ 765	$ 153	$ 918	11,932	$ 950	$ 190	$ 1,140	14,816
NEW MEXICO	$ 372	0.9%	$ 281	$ 56	$ 338	4,389	$ 349	$ 70	$ 419	5,449
NEW YORK	$ 1,703	4.3%	$ 1,286	$ 257	$ 1,543	20,059	$ 1,597	$ 319	$ 1,916	24,907
NORTH CAROLINA	$ 1,058	2.7%	$ 799	$ 160	$ 959	12,464	$ 992	$ 198	$ 1,190	15,476
NORTH DAKOTA	$ 252	0.6%	$ 190	$ 38	$ 228	2,967	$ 236	$ 47	$ 283	3,684
OHIO	$ 1,360	3.4%	$ 1,027	$ 205	$ 1,232	16,019	$ 1,275	$ 255	$ 1,530	19,890
OKLAHOMA	$ 643	1.6%	$ 486	$ 97	$ 583	7,579	$ 603	$ 121	$ 724	9,411
OREGON	$ 507	1.3%	$ 383	$ 77	$ 459	5,973	$ 475	$ 95	$ 571	7,417
PENNSYLVANIA	$ 1,664	4.2%	$ 1,257	$ 251	$ 1,508	19,608	$ 1,561	$ 312	$ 1,873	24,346
RHODE ISLAND	$ 222	0.6%	$ 168	$ 34	$ 201	2,614	$ 208	$ 42	$ 250	3,245
SOUTH CAROLINA	$ 679	1.7%	$ 513	$ 103	$ 616	8,002	$ 637	$ 127	$ 764	9,936
SOUTH DAKOTA	$ 286	0.7%	$ 216	$ 43	$ 259	3,370	$ 268	$ 54	$ 322	4,185
TENNESSEE	$ 857	2.2%	$ 647	$ 129	$ 777	10,098	$ 804	$ 161	$ 965	12,539
TEXAS	$ 3,501	8.8%	$ 2,644	$ 529	$ 3,173	41,250	$ 3,283	$ 657	$ 3,940	51,219
UTAH	$ 352	0.9%	$ 266	$ 53	$ 319	4,150	$ 330	$ 66	$ 396	5,153
VERMONT	$ 206	0.5%	$ 155	$ 31	$ 187	2,425	$ 193	$ 39	$ 232	3,012
VIRGINIA	$ 1,032	2.6%	$ 780	$ 156	$ 935	12,161	$ 968	$ 194	$ 1,162	15,100
WASHINGTON	$ 688	1.7%	$ 519	$ 104	$ 623	8,101	$ 645	$ 129	$ 774	10,059
WEST VIRGINIA	$ 443	1.1%	$ 335	$ 67	$ 402	5,223	$ 416	$ 83	$ 499	6,485
WISCONSIN	$ 763	1.9%	$ 576	$ 115	$ 692	8,992	$ 716	$ 143	$ 859	11,165
WYOMING	$ 260	0.7%	$ 196	$ 39	$ 235	3,061	$ 244	$ 49	$ 292	3,801
TOTAL	$ 39,724	100.0%	$ 30,000	$ 6,000	$ 36,000	468,000	$ 37,250	$ 7,450	$ 44,700	581,100

APPENDIX B: TRUCK FLOWS AFTER 7 DAYS FROM CITY OF ORIGIN






Portland: Day 7 Truck Flows
ATRI American Transportation Research Institute
Truck Trip


Washington, DC: Day 5 Truck Flows
CANADA
UNITED STATES
MÉXICO
Truck Trip
ATRI American Transportation Research Institute