



PORTS-TO-PLAINS ALLIANCE

Securing the Benefits of Commerce to
North America's Energy & Agricultural Heartland

News Release - For Immediate Release

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Can you see the can bouncing down the road? Oops, it landed in a pothole, got stuck in traffic, or worse yet was in an accident!

This week Congress addressed an immediate, critical need by passing legislation to extend federal surface transportation programs and ensure the solvency of the Highway Trust Fund through May 2015. Without this short-term fix, the United States Department of Transportation would have to start cutting highway project reimbursements to states and local governments early next week. Thousands of transportation projects and hundreds of thousands of jobs across the country would be at risk. This is unacceptable. For this reason, the Ports-to-Plains Alliance strongly supports this short-term fix, but it does so reluctantly.

The main reason for our reluctance is that this short-term fix simply kicks the can down of the road without any real effort to address the long-term structural deficit in the federal Highway Trust Fund. Congress is once again using ten-year offsets to address the short-term. Since 2008, Congress has transferred \$53.3 billion in General Funds into the Highway Trust Fund using these offsets. Frankly, it's a gimmick. It's a shell game. Congress should stop the gimmicks, stop the games. It's time for a long-term, sustainable fix for the Highway Trust Fund.

The Highway Trust Fund has been in dire fiscal condition for the past six years as America's transportation network continues to decline. The Alliance's message to Congress is simple: we need more than a short-term fix; we need a long-term fix. It's incumbent on the House and Senate, working with the Administration, to develop a long-term and sustainable Highway Trust Fund solution that supports future transportation capital investments. Anything less does a great disservice to the tens of millions of American motorists, businesses, and workers who rely on the transportation network every day. Congress should continue working to develop a long-term funding solution and a long-term reauthorization bill. And it should do so sooner rather than later. It should act in 2014 if at all possible.

The Ports-to-Plains Alliance invites you to join in telling Congress it is time to return to a long term, user based funded transportation policy. Add your name to a letter to Congress asking that it reauthorizes federal transportation programs (MAP-21) for five or six years in accordance with Ports-to-Plains Alliance priorities, and provides the user-fee-based, sustainable revenues for the Highway Trust Fund necessary to support the higher levels of investment needed to modernize America's national transportation

network, including rural freight / energy / agricultural corridors like Ports-to-Plains, Heartland Expressway, and Theodore Roosevelt Expressway.

See the Federal Priorities of the Ports-to-Plains Alliance for MAP-21 Implementation and Reauthorization at http://www.portstoplains.com/images/advocacy/transportation-advocacy/2014policypaper_lores.pdf.

Add your name to the Letter to Congress at

<http://www.portstoplains.com/index.php/advocacy/transportation/tell-congress-to-address-transportation-funding>.