

ITEM 12-C.6.a

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Reserve fund may be put in place for surface transportation

House and Senate budget committees pass resolutions that will allow Congress to revise spending
March 30, 2009

The House and Senate Budget committees passed their respective budget resolutions providing a non-binding blueprint for FY 2010 federal spending and tax policy. The House and Senate will consider the resolutions next week, with final passage votes expected by the weekend. Both resolutions provide for level funding for surface transportation programs, but provide room for more spending if sufficient resources are made available in subsequent legislation. SAFETEA-LU expires at the end of FY 2009 and without an authorization in place the funding levels for the highway and transit programs are uncertain.

The House budget resolution includes a "reserve fund" for surface transportation reauthorization that allows Congress to revise spending for programs upward if Congress writes legislation that "establishes or maintains a solvent Highway Trust Fund over the period of fiscal years 2009 through 2015." The provision leaves open the option of a transfer of general fund revenues to the Highway Trust Fund, "as long as the transfer of federal funds is fully offset."

The Senate budget resolution includes a reserve fund for a broader array of infrastructure projects, including energy, water and public housing. It also allows for more spending on surface transportation if the "solvency of the Highway Trust Fund will be maintained for the length of the surface transportation authorization."

Both resolutions reject the Administration's proposal to change the budgetary treatment of the Highway Trust Fund, which would have eliminated the mechanism that allows the federal government to provide states with multiyear budget authority for their highway and transit programs and would have instead treated surface transportation programs like other federal programs which receive single-year appropriations.

Source: AGC of America March 30, 2009

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ARTBA: The Leading Source of U.S. Transportation Construction Market Research

TO: ARTBA MEMBERS

FROM: WILLIAM BUECHNER, VP, ECONOMICS AND RESEARCH

DATE: APRIL 7, 2009

RE: STATUS OF STIMULUS BILL HIGHWAY FUNDS

The attached table shows the obligation and expenditure of American Recovery and Reinvestment Act (ARRA) highway funds as of April 7, based on data provided to ARTBA by the Federal Highway Administration. ARTBA will produce a similar report at the end of each month.

This initial report shows that state and local DOT's are making good progress toward the goal of using ARRA highway funds to make highway investments and create jobs in the U.S. economy. The bill was passed on February 17 and funds were apportioned among the states on March 2. In the one month since then:

- Forty-four states have obligated a total of \$5.508 billion for highway improvements. This one-month total represents 59.0 percent of the \$9.33 billion that must be obligated within 120 days of apportionment (by June 30) and 20.7 percent of the total amount of highway funds apportioned.
- Eight states are already paying contractors for construction work performed, with outlays to date totaling \$2.2 million. To have projects underway within one month of receiving funds represents quick action by the responsible state and local highway agencies.
- Seven states, however, have not obligated any ARRA funds as of April 7—Alaska, Delaware, Florida, Georgia, Idaho, Ohio and Virginia. If these states fail to act by June 30, as much as \$1.54 billion would be pulled back and distributed to other states.
- Two states—Iowa and Massachusetts—have transferred a total of \$13.2 million of ARRA highway funds to the Federal Transit Administration for transit projects. No states have yet used ARRA highway funds for freight or passenger rail or port infrastructure projects, as is also allowed in the bill.

OBLIGATION OF ARRA HIGHWAY FUNDS
AS OF APRIL 07, 2009

STATE	TOTAL APPORTIONED	TRANSFERS TO TOTAL AVAILABLE	OBLIGATED DURING FY 2009	TOTAL OBLIGATED TO DATE	UNOBLIGATED BALANCE	UNPAID OBLIGATIONS	OUTLAYS TO DATE
ALABAMA	\$513,682,083.00	\$513,682,083.00	\$160,566,527.82	\$100,566,527.52	\$413,125,555.48	\$160,566,527.82	\$0.00
ALASKA	\$175,461,487.00	\$175,461,487.00			\$175,461,487.00		\$0.00
ARIZONA	\$521,958,401.00	\$521,958,401.00	\$91,969,630.00	\$91,969,630.00	\$429,988,771.00	\$91,969,630.00	\$0.00
ARKANSAS	\$351,544,468.00	\$351,544,468.00	\$23,828,191.00	\$23,828,191.00	\$327,716,277.00	\$23,828,191.00	\$0.00
CALIFORNIA	\$2,588,568,320.00	\$2,588,568,320.00	\$227,935,367.00	\$227,935,367.00	\$2,341,632,953.00	\$227,935,367.00	\$0.00
COLORADO	\$403,924,139.00	\$403,924,139.00	\$73,359,961.00	\$73,359,961.00	\$330,564,168.00	\$73,359,961.00	\$0.00
CONNECTICUT	\$302,053,955.00	\$302,053,955.00	\$84,485,420.00	\$84,485,420.00	\$217,568,536.00	\$84,485,420.00	\$0.00
DE LAWARE	\$121,828,650.00	\$121,828,650.00			\$121,828,650.00		\$0.00
DISTRICT OF COLUMBIA	\$123,507,842.00	\$123,507,842.00			\$86,884,837.30	\$36,623,004.70	\$0.00
FLORIDA	\$1,346,735,003.00	\$1,346,735,003.00	\$36,623,004.70	\$36,623,004.70	\$1,346,735,003.00		\$0.00
GEORGIA	\$931,585,680.00	\$931,585,680.00			\$931,585,680.00		\$0.00
HAWAII	\$125,746,380.00	\$125,746,380.00	\$9,759,843.20	\$9,759,843.20	\$115,986,536.80	\$9,759,843.20	\$0.00
IDAHO	\$181,934,631.00	\$181,934,631.00			\$181,934,631.00		\$0.00
ILLINOIS	\$835,582,704.00	\$835,582,704.00	\$606,815,854.00	\$606,815,854.00	\$328,776,850.00	\$606,815,854.00	\$0.00
INDIANA	\$657,967,707.00	\$657,967,707.00	\$106,881,971.00	\$106,881,971.00	\$551,085,736.00	\$106,881,971.00	\$0.00
IOWA	\$358,162,431.00	\$357,722,231.00	\$220,391,253.00	\$220,391,253.00	\$137,330,978.00	\$220,017,204.37	\$374,048.63
KANSAS	\$347,817,167.00	\$347,817,167.00	\$79,180,000.00	\$79,180,000.00	\$268,637,167.00	\$79,172,034.20	\$7,965.80
KENTUCKY	\$421,094,991.00	\$421,094,991.00	\$13,482,518.00	\$13,482,518.00	\$407,612,473.00	\$13,482,518.00	\$0.00
LOUISIANA	\$428,859,427.00	\$428,859,427.00	\$79,380,625.83	\$79,380,625.83	\$350,498,801.37	\$79,380,625.83	\$0.00
MAINE	\$130,752,032.00	\$130,752,032.00	\$79,793,753.98	\$79,793,753.98	\$50,958,278.02	\$78,415,534.08	\$1,378,219.90
MARYLAND	\$431,034,777.00	\$431,034,777.00	\$219,647,795.00	\$219,647,795.00	\$211,386,982.00	\$219,647,795.00	\$0.00
MASSACHUSETTS	\$437,865,255.00	\$425,065,255.00	\$63,879,851.00	\$63,879,851.00	\$381,185,404.00	\$63,879,851.00	\$0.00
MICHIGAN	\$847,284,834.00	\$847,284,834.00	\$109,711,664.45	\$109,711,664.45	\$737,493,169.55	\$109,711,664.45	\$0.00
MINNESOTA	\$502,284,177.00	\$502,284,177.00	\$140,346,814.00	\$140,346,814.00	\$361,937,363.00	\$140,346,814.00	\$0.00
MISSISSIPPI	\$354,564,343.00	\$354,564,343.00	\$144,394,000.00	\$144,394,000.00	\$210,170,343.00	\$144,394,000.00	\$0.00
MISSOURI	\$637,121,984.00	\$637,121,984.00	\$188,596,435.00	\$188,596,435.00	\$448,525,549.00	\$188,338,984.56	\$257,440.44
MONTANA	\$211,783,391.00	\$211,783,391.00	\$26,639,960.00	\$26,639,960.00	\$185,153,431.00	\$26,639,960.00	\$0.00
NEBRASKA	\$235,589,279.00	\$235,589,279.00	\$65,630,512.00	\$65,630,512.00	\$169,958,767.00	\$65,630,512.00	\$0.00
NEVADA	\$201,352,460.00	\$201,352,460.00	\$26,358,341.00	\$26,358,341.00	\$174,994,119.00	\$26,357,951.66	\$389.34
NEW HAMPSHIRE	\$128,440,556.00	\$129,440,556.00	\$68,760,225.35	\$68,760,225.35	\$60,680,330.65	\$68,759,863.76	\$341.59
NEW JERSEY	\$651,774,480.00	\$651,774,480.00	\$269,210,363.00	\$269,210,363.00	\$382,564,117.00	\$269,201,998.18	\$8,364.82
NEW MEXICO	\$252,644,377.00	\$252,644,377.00	\$53,300,000.00	\$53,300,000.00	\$199,344,377.00	\$53,300,000.00	\$0.00
NEW YORK	\$1,120,684,723.00	\$1,120,684,723.00	\$167,851,378.96	\$167,851,378.96	\$952,833,344.04	\$167,851,378.96	\$0.00
NORTH CAROLINA	\$735,526,684.00	\$735,526,684.00	\$142,367,308.00	\$142,367,308.00	\$593,159,376.00	\$142,367,308.00	\$0.00
NORTH DAKOTA	\$170,126,497.00	\$170,126,497.00	\$57,189,773.92	\$57,189,773.92	\$112,936,723.08	\$57,189,773.92	\$0.00
OHIO	\$935,677,030.00	\$935,677,030.00			\$935,677,030.00		\$0.00

Source: ARTBA analysis of Federal Highway Administration data

OBLIGATION OF ARRA HIGHWAY FUNDS
AS OF APRIL 07, 2009

STATE	TOTAL APPORTIONED	TRANSFERS TO FTA	TOTAL AVAILABLE	OBLIGATED DURING PY 2009	TOTAL OBLIGATED TO DATE	UNOBLIGATED BALANCE	UNPAID OBLIGATIONS	OUTLAYS TO DATE
OKLAHOMA	\$464,655,225.00		\$464,655,225.00	\$222,608,036.00	\$322,608,036.00	\$142,047,189.00	\$322,608,036.00	\$0.00
OREGON	\$333,902,389.00		\$333,902,389.00	\$77,684,481.11	\$77,684,481.11	\$256,217,907.89	\$77,684,481.11	\$0.00
PENNSYLVANIA	\$1,026,429,012.00		\$1,026,429,012.00	\$240,862,786.00	\$240,862,786.00	\$785,566,226.00	\$240,862,786.00	\$0.00
RHODE ISLAND	\$137,085,725.00		\$137,085,725.00	\$48,686,078.91	\$48,686,078.91	\$88,409,646.09	\$48,685,380.49	\$688.42
SOUTH CAROLINA	\$463,081,483.00		\$463,081,483.00	\$87,560,092.53	\$87,560,092.53	\$375,521,390.47	\$87,560,092.53	\$0.00
SOUTH DAKOTA	\$183,027,359.00		\$183,027,359.00	\$84,518,279.26	\$84,518,279.26	\$98,509,079.74	\$84,518,279.26	\$0.00
TENNESSEE	\$572,791,043.00		\$572,791,043.00	\$237,884,399.00	\$237,884,399.00	\$334,816,644.00	\$237,884,399.00	\$0.00
TEXAS	\$2,256,015,146.00		\$2,256,015,146.00	\$406,835,983.13	\$406,835,983.13	\$1,843,179,162.87	\$406,835,983.13	\$0.00
UTAH	\$213,545,653.00		\$213,545,653.00	\$116,687,693.46	\$116,687,693.46	\$96,857,959.54	\$116,687,693.46	\$0.00
VERMONT	\$125,791,291.00		\$125,791,291.00	\$28,870,444.03	\$28,870,444.03	\$96,920,846.97	\$28,870,444.03	\$141,124.38
VIRGINIA	\$694,460,823.00		\$694,460,823.00			\$694,460,823.00		\$0.00
WASHINGTON	\$492,242,337.00		\$492,242,337.00	\$71,742,977.00	\$71,742,977.00	\$420,499,360.00	\$71,742,977.00	\$0.00
WEST VIRGINIA	\$210,652,204.00		\$210,652,204.00	\$49,601,300.00	\$49,601,300.00	\$161,050,904.00	\$49,601,300.00	\$0.00
WISCONSIN	\$529,111,915.00		\$529,111,915.00	\$128,984,039.69	\$128,984,039.69	\$400,127,875.31	\$128,984,039.69	\$0.00
WYOMING	\$157,816,058.00		\$157,816,058.00	\$27,892,358.00	\$27,892,358.00	\$129,923,700.00	\$27,892,358.00	\$0.00
STATE TOTALS	\$26,560,000,000.00	\$13,240,200.00	\$26,646,759,800.00	\$5,508,737,669.83	\$5,508,737,669.83	\$21,138,022,130.17	\$5,508,737,669.83	\$2,168,663.32
AMERICAN SAMOA	\$4,500,000.00		\$4,500,000.00			\$4,500,000.00		\$0.00
GUAM	\$19,000,000.00		\$19,000,000.00			\$19,000,000.00		\$0.00
PUERTO RICO	\$105,000,000.00		\$105,000,000.00			\$105,000,000.00		\$0.00
N MARIANA	\$4,500,000.00		\$4,500,000.00			\$4,500,000.00		\$0.00
VIRGIN ISLANDS	\$18,000,000.00		\$18,000,000.00	\$1,050,359.99	\$1,050,359.99	\$16,949,640.04	\$1,050,359.99	\$0.00
CANADA								\$0.00
FISH & WILDLIFE								\$0.00
BUREAU OF RECLAMATION								\$0.00
MILITARY TRAFFIC								\$0.00
BUREAU OF INDIAN AFFAIRS								\$0.00
FOREST SERVICE								\$0.00
NATIONAL PARK SERVICE								\$0.00
CORPS OF ENGINEERS								\$0.00
BUREAU OF LAND MGMT								\$0.00
HEADQUARTERS								\$0.00
ARMY								\$0.00
NAVY								\$0.00
FEDERAL RAILROAD								\$0.00
GRAND TOTAL	\$26,796,759,800.00	\$13,240,200.00	\$26,796,759,800.00	\$5,509,788,029.79	\$5,509,788,029.79	\$21,286,971,770.21	\$5,507,619,446.47	\$2,168,663.32

Source: ARTBA analysis of Federal Highway Administration data

Richmond Times-Dispatch

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Friday, April 17, 2009 |

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Virginia must consider tax changes for road funding, official says

Text size: [small](#) | [medium](#) | [large](#)

By [PETER BACQUE](#)

Published: April 15, 2009

With vehicles using less gas, but vehicle miles increasing, Virginia transportation officials have begun thinking about linking the highway gasoline tax to the miles that vehicles drive on the state's roads.

Doing that, however, would not be a painless fix for the state's highway woes.

"It would mean that the gas tax itself would go up," Ralph M. Davis, state deputy secretary of transportation, said in an interview.

The buying power of Virginia's fuel-tax revenue lags behind the growth in the amount of driving being done on the state's roads. But the number of miles that vehicles drive also drives the need to construct and repair roads.

Fuel-tax revenues "are basically not going to keep pace with the cost of building roads, are not going to keep pace with the cost of maintaining roads," Davis said.

Virginia's motor-fuels tax brought in \$851.2 million last year. Since Virginia's gasoline tax of 17.5 cents per gallon was adopted in 1986, inflation has cut its purchasing power almost in half.

And just in the period from 2000 to 2007, the most recent year for which figures are available, vehicle-miles traveled in Virginia grew 13 percent, from 199.1 million to 224.9 million, according to the Virginia Department of Transportation.

"We definitely need to be thinking about alternatives to the gas tax over the next decade or so," said Commonwealth Transportation Board Member Gerald P. McCarthy of Richmond, "whether it's [vehicle-miles traveled] or some other [measure] to provide sustainable revenues for transportation."

The Transportation Board has been slashing transportation spending as the recession has eaten into its highway and transit revenues.

Vehicle-miles traveled -- the number of miles driven by cars and trucks -- is a key measure of highway

use. Until recently, gas and diesel consumption has been a rough-and-ready proxy for miles driven.

But as vehicles -- such as the popular Toyota Prius hybrid gas-electric car -- become more fuel efficient, gas-tax revenues will dwindle in proportion to vehicle-miles traveled. And cars and trucks running purely on electricity, natural gas or hydrogen pay no motor-fuels tax at all for the miles they drive on public roads.

National discussion of using a mileage tax to replace the cents-per-gallon fuels tax has focused on using the Global Positioning System to record a vehicle's mileage and report it to the government.

Transitioning to a GPS-based tax on vehicle miles traveled would be technically and politically difficult, officials agree, and making such a shift would take upwards of two decades.

However, Virginia could create a sort of mileage tax by annually adjusting the motor-fuel tax rate by the percentage change in statewide vehicle-miles traveled, Davis said, and add a factor to protect the revenue source from inflation.

"It's a concept, an option for our consideration," he said, and not a proposal for action by the administration of Gov. Timothy M. Kaine.

In one example of how the tax might work, Davis calculated that the pseudo-mileage tax would add about 2 cents a gallon to the price of gasoline and raise about \$102 million a year for state transportation needs. His example used 2000 as the base year and the statewide vehicle-miles traveled and the inflation rate from 2007.

The state's truckers are not enthusiastic about mileage-based taxation.

"Our industry's position is that the diesel tax is the best and most efficient way of collecting highway-user dollars from us," said Dale Bennett, executive vice president of the Virginia Trucking Association, which has 550 member companies.

Contact Peter Bacqué at (804) 649.6813 or pbacque@timesdispatch.com.

Reader Reactions

Posted by (thinklogical) on April 15, 2009 at 7:44 pm

The "political" answers don't address the problem—As noted above, the roads are the "same crappy roads" we've had for 30 years. I don't think anyone would say we want to be where we were 30 years ago... and yet who is stepping up to fix the roads? As one who drives around VA regularly - I can't see anyone who can logically say a increase in the gas tax (that hasn't changed in over 20 years (check inflation!!!) isn't the most "fair" way to pay for using the roads—the "I won't raise any tax" stupidity - fails to realize any reality!

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Posted by (one20thirteen) on April 15, 2009 at 3:46 pm