



**REMARKS FOR STEPHEN SANDHERR
CHIEF EXECUTIVE OFFICER
ASSOCIATED GENERAL CONTRACTORS OF AMERICA
CLIMATE CHANGE LEGISLATION MEDIA CALL
*May 19, 2010***

While the nation's transportation system was once the envy of the world, today our aging roads and crowded transit systems are becoming increasingly inefficient. These inefficiencies undermine our quality of life and serve as a brake on economic growth. They also pose significant risks for our environment. For example, traffic congestion needlessly wastes 2.8 billion gallons of fuel per year, increasing transportation-related emissions of manmade greenhouse gases.

Given that, we would expect any measure to improve the environment would support efforts to make our roads, shipping corridors and transit services more efficient. After all, researchers predict transportation-related CO2 emissions can be cut by 30 percent simply by easing transportation congestion. Unfortunately this bill doesn't just ignore this opportunity to improve the environment; it actually makes the problem worse.

By diverting all but a small percentage of the new transportation fees to unrelated uses, the bill neglects efforts to cut polluting traffic and wasteful congestion. Worse, it breaks the decades-long promise that transportation user-fees will be dedicated to financing highway and transit improvements.

Under this bill, commuters and shippers will be forced to pay more to use our highways even as conditions deteriorate, traffic expands and pollution grows. The consequence will be to dilute and diminish support for transportation investments, undermining efforts to pass a new multi-year transportation bill.

With virtually every independent expert saying we need to increase investments in our transportation infrastructure to cut congestion and remain globally competitive, the last thing we can afford is to take the trust out of the Highway Trust Fund. This bill may be well-intended, but in the end it leaves commuters, businesses and the environment ill-served.

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