

THE

AASHTO

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WEEKLY TRANSPORTATION REPORT
SUNNY MAYS SCHUST, EDITOR

Vol. 108, No. 5

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EXECUTIVE DIGEST

Congress

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President Acts to Curb Earmarks

One day after announcing he will veto any appropriations bills that do not cut the cost and number of Congressional earmarks in half, President Bush signed an Executive Order directing federal agencies to ignore future earmarks that are included in report language, but not enacted as part of a bill.

During his State of the Union address on Monday night, the President drew a standing ovation from both Democrats and Republicans when he announced his intention to draw the line on future earmarking in appropriations bills.

Lawmakers had been concerned that his Executive Order would be applied to the Fiscal Year 2008 earmarks, leaving lawmakers to face election this fall without the customary federal project earmarks for which they often take credit. Congressional leaders were successful in persuading the President to postpone his Executive Order until the FY 2009 appropriations bills are enacted.

Generally speaking, legislative earmarks are not contained in the actual legislation voted on by Congress, which is legally binding, but are instead included in the report language issued by the Congressional committees.

On Monday night, Bush said, “The people’s trust in their government is undermined by congressional earmarks -- special interest projects that are often snuck in at the last minute, without discussion or debate. Last year, I asked you to voluntarily cut the number and cost of earmarks in half. I also asked you to stop slipping earmarks into committee reports that never even come to a vote. Unfortunately, neither goal was met. So this time, if you send me an appropriations bill that does not cut the number and cost of earmarks in half, I’ll send it back to you with my veto, he said.

“And tomorrow, I will issue an executive order that directs federal agencies to ignore any future earmark that is not voted on by Congress. If these items are truly worth funding, Congress should debate them in the open and hold a public vote,”

Executive Order No. 13457, titled "Protecting American Taxpayers from Government Spending on Wasteful Earmarks," would apply not only to the final year of the Bush Administration, but to future Presidents as well, unless rescinded.

Senate Postpones Action on Economic Stimulus

Unable to muster enough votes to pass its own version of an economic stimulus bill, Senate leaders on Thursday postponed action until next week.

Concern about the slowing economy prompted a rare bipartisan effort between House Democratic leaders and the White House to hammer out a \$150 billion package of payments to individuals and tax incentives for businesses. The House approved its version of the stimulus bill on Tuesday by a vote of 385 to 35.

But the Senate Finance Committee, chaired by Senator Max Baucus (D-MT), was unwilling to accept the House/White House agreement, and instead crafted its own package, adding about \$5 billion to the bill's cost by extending payments to seniors on Social Security and disabled veterans. The Senate bill also included incentives for renewable-energy producers and assistance for homebuilders.

Despite the efforts of Senator Ron Wyden (D-OR) and others to include infrastructure investment in the package, the Finance Committee leaders at a markup Wednesday declined to allow consideration of a proposed \$5 billion to the package for transportation projects (*see related article*). Committee leadership also declined to add a provision to restore solvency to the Highway Trust Fund, which is projected to show a negative balance in FY 2009 unless Congress acts.

The Finance Committee's bill ran afoul, however, of strong resistance from the White House, Senate Republicans and House leaders who had been given the lead in negotiations. Concerned that there might be insufficient votes for the Finance proposal, Senate Majority Leader Harry Reid (D-NV) filed a cloture motion and set next Wednesday as the date for the Senate to consider the Finance Committee's bill. If the bill is not approved, leaders indicated they would consider the House measure, allowing votes on possible amendments. As a result, Reid expressed confidence, however, that the Congress would have a bill ready for action by the President by the target date of February 15.

Wyden, Thune and a number of co-sponsors plan to offer the infrastructure stimulus amendment on the floor as early as Monday.

AASHTO Survey Identifies Ready-To-Go Projects

State transportation departments could award and begin more than 3,000 highway projects totaling approximately \$18 billion within 30-90 days from enactment of federal economic stimulus legislation, according to an AASHTO survey released this week.

AASHTO Executive Director John Horsley said, "Clearly states have the ability to make a major contribution to getting our economy back on track. Transportation spending creates good jobs, places money directly into the economy, and makes critical and lasting

improvements in the network needed to support economic activity,” said Horsley. “It’s a winner from every angle,” he added.

The survey, conducted at the request of Congressional committees who are at work on the stimulus effort, drew responses from 47 of AASHTO’s members, including the District of Columbia. The state-by-state response is attached.

“The survey asked states to identify projects that could be underway within 30-90 days. Some analysts erroneously claim that states can’t act that fast. But this response demonstrates that there is a store of projects that states have had to keep on the shelf for lack of resources. Funding for these projects would be a real boost for the economy,” Horsley added.

Analysts estimate that for every \$1 billion invested in transportation projects, 47,500 thousand jobs are created or supported.

In addition to the highway projects, 16 states also reported ready-to-go transit, rail and waterways projects identified by asterisk. Those responses indicate some 66 transit, 21 rail and one in waterway project that could be launched if funds were available.

A survey by AASHTO found that 46 states could start more than 3,000 highway projects within 90 days, of receiving federal funds. The total cost of the projects, which include highways, transit, rail and waterways, was \$18-billion dollars.

A group of 22 senators led by Senator Ron Wyden (D-OR), included the survey in a letter to congressional leaders this week, seeking to add \$5 billion for infrastructure projects in the Senate version of a stimulus package.

Noting AASHTO’s survey, House Transportation and Infrastructure Committee Chairman James Oberstar (D-MN), told the *Engineering News Record* that he plans to discuss with his colleagues a possible public-works bill to follow the House-passed stimulus. But he says he does not have assurance from House leaders that such a plan would be adopted.

Nick Yaksich, Association of Equipment Manufacturers’ vice president for global public policy, told *ENR* that the recent National Surface Transportation Policy and Revenue Study Commission report could bolster arguments for infrastructure aid. “The administration may argue about the tax increases that are proposed in the recommendations and how to pay for it, but I don’t think anybody can argue about the need,” Yaksich said.

Lawmakers moving quickly to try and approve a stimulus package remain unconvinced that infrastructure improvements should be included in the stimulus plan. At this point neither the House nor Senate versions include funding for public works projects.

You can find the survey in a press release titled “*States Identify \$18 Billion in Projects ‘Ready to Go’ To Aid in Economic Stimulus*” on the AASHTO web site at: <http://www.transportation.org>.

National Surface Transportation Commission Report Delivered to Senate

Members of the National Surface Transportation Policy and Revenue Study Commission presented their recommendations to the Senate Environment and Public Works Committee yesterday saying that the nation's surface transportation system is in need major investment and an overhaul.

“We estimate that the U.S. needs to invest at least \$225 billion annually for the next 50 years to upgrade our existing transportation network to a good state of repair and to build the more advanced facilities we will require to remain competitive,” Commission Vice Chairman Jack Schenendorf said. “We are spending less than 40 percent of this amount today. The existence of an enormous investment gap is indisputable.”

Schenendorf noted that the report outlines a range of alternative financing options including federal freight fees, dedicating a portion of customs fees to the highway trust fund, congestion pricing, tolling, taxing passenger rail and public-private partnerships.

“Accomplishing these objectives will be expensive,” Schenendorf said. “To close the investment gap we must use all the financing tools available to us.”

Commissioner Frank Busalacchi, who also serves as the secretary of Wisconsin's Department of Transportation, cautioned against assuming that public-private partnership investment would be the cure-all for surface transportation's funding shortfalls.

“It's going to come nowhere near solving the problems we have here,” Busalacchi said. “Public-private partnerships are not the panacea that everyone paints it to be.”

Instead Busalacchi pointed to much needed investment in to inter-city passenger rail, a component of surface transportation that has lagged.

“There has to be expansion,” he said. “We need to provide this modal shift to the American people.”

The National Commission urged further study to determine if a vehicles miles traveled-based fee is the long-term solution for funding the highway and transit program. In the meantime, the report calls for five annual increases of five-to -eight cents per gallon in the federal motor fuels tax, which has been flat at 18.4 cents per gallon since 1993.

Chairwoman Barbara Boxer (D-CA) said taxing vehicle miles to pay for building and maintaining transportation infrastructure is a “brilliant way to go,” *Congress Now* reported. But she expressed caution about how to make the transition without prompting a variety of other problems.

Ranking Minority Member Sen. James Inhofe (R-OK) said, “I am a firm believer in a national transportation system, but I think our current federal-aid program has expanded beyond that to be a state and local system paid for with federal dollars.”

A majority of commissioners call the VMT fee “the most promising alternative revenue measure,” to the gas tax. But it acknowledges that substantial privacy issues and collection costs must be addressed first.

A year-long VMT pilot program in Oregon is using global positioning system technology to track the mileage of 250 volunteers. Such a system, lawmakers say, raises privacy concerns.

“There are other ways to get there than some big brother system,” Boxer said today at a hearing on the commission’s report. “Before I will support spending one dime on this system, I want to look into it.”

Among the commission’s other recommendations are wide-ranging reforms of the federal transportation program to a performance based, mode neutral and objective-driven system focused on national interests.

The reform would combine the 108 existing surface transportation programs into 10 disciplines:

- A program to bring the highways, bridges and transit system into a state of good repair;
- Freight;
- Metropolitan mobility aimed at congestion relief of 20 percent by 2025 in the nation’s largest metropolitan areas with populations of 1 million or more;
- Rural and small urban accessibility and mobility;
- Safety aimed at a 50 percent reduction in fatalities by 2025;
- High speed passenger rail of 300-500 miles in nation’s growth corridors;
- Environmental stewardship;
- Energy security program to develop replacement fuels;
- A federal lands program; and,
- Coherent national research and development.

The full report *Transportation for Tomorrow* is can be viewed by visiting <http://www.transportationfortomorrow.org/>.

FHWA Distributes FY 2008 Obligation Authority to States

The Federal Highway Administration issued a notice to states distributing obligation authority based on the Fiscal Year 2008 Omnibus Appropriations act totaling \$32.573 billion including the additional \$1 billion made available for the bridge program.

Another \$8.6 billion will be made available for allocated programs, high priority projects, projects of national and regional significance and other activities. This funding is an increase of \$1.6 billion above the guaranteed amounts included in the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users levels and includes additional limitation for the bridge program and Revenue Aligned Budget Authority.

Funding for Dulles Rail Project Still Undecided

Reeling from news that the Federal Transit Administration may not approve a long-planned extension of the Metro to serve Dulles Airport, Northern Virginia business leaders and organizations along the Dulles Corridor held a series of meetings this week to try and figure out ways to save the \$5 billion project.

Federal Transit Administrator James S. Simpson and Transportation Secretary Mary Peters criticized the merits of the project during meetings with state officials last week. In a letter to Gov. Timothy Kaine (D), Secretary Simpson said the first phase of the rail project, had been evaluated under new criteria and that it will “result in further cost escalation and schedule delays” making it an imprudent investment for the federal government. The letter indicated that the government would likely withdraw \$900 million in funding, essential to the project. The project’s planners blame the rising overheads on the increasing cost of building materials. The project’s price tag has climbed from \$3 billion to \$5 billion over the past 10-years.

U.S. Senator John Warner (R) persuaded Secretary Peters to delay a decision on the project and work with Virginia officials to see if the federal funding could be saved.

Several land and business owners have teamed up with representatives from the medical and affordable housing communities to try and keep the project alive. They argue that the rail extension which will connect the Nation’s Capital to Washington Dulles International Airport and Loudoun County is critical to Northern Virginia's economy, transportation network, environment and security.

Speaking this week at a conference sponsored by *Governing* magazine titled Outlook on the States Governor Kaine said “This project is going to get built, the question is, when?” He said if the project receives no federal funding in the near term, costs will dramatically escalate in the future.

Governor Kaine is expected to meet with Secretary Peters early next week.

Toll Charges Increase Nationwide at Transportation Facilities

USA Today reported last week that a large number of roadways, bridges and tunnels are hiking their fees to keep up with increasing traffic numbers and costs.

In California a board is considering a proposal for a \$1 increase in the toll for the Golden Gate Bridge. The current charge is \$5. Also, San Francisco may make drivers pay an extra \$2 when they exit the bridge.

The sharp increases come as states endure financially lean times triggered by the housing and credit crunch and struggle to find money to maintain or replace vital infrastructure.

Across the country, plans are in the works for other fare hikes that would add dollars, not cents, to the cost of passing through many toll booths.

For example, in March, the toll for cars driving on the George Washington Bridge linking New York and New Jersey--the nation's busiest toll bridge--jumps to \$8 from \$5 during peak hours. Truckers will pay \$35, up from \$25.

"People view highways as free, but they're not," Patrick Jones, chief executive of the International Bridge, Tunnel and Turnpike Association, told *USA Today*. He said Congress' decision to keep the federal gas tax at 18.4 cents per gallon, unchanged since 1993, has led to a greater reliance on tolls.

In Indiana, the cost of driving all 157 miles of the Indiana Toll Road will rise in April to \$8 from \$4.65 for those paying cash. The price will not change for those with electronic i-Zoom accounts.

Rates for the Sumner and Ted Williams tunnels in Boston rose to \$3.50 from \$3 on Jan. 1. The money will help pay for the "Big Dig," a \$14.6 billion downtown Boston highway project that was plagued by cost overruns.

New Jersey: Gov. Jon Corzine wants to increase tolls on the New Jersey Turnpike and Garden State Parkway by 50 percent every four years, starting in 2010, and add an extra adjustment for inflation.

The Port Authority of New York and New Jersey will raise tolls on the Holland and Lincoln tunnels and its bridges by \$2-\$10 per trip on March 2. The state will impose smaller toll increases on nine other New York-area bridges and tunnels on March 16.

Pennsylvania authorities asked the U.S. Department of Transportation for permission to add tolls to Interstate 80. The cost of driving the 316-mile road would be \$25 for cars and \$93 for trucks. The state will increase tolls on the Pennsylvania Turnpike by 25 percent in 2009, making the cost similar to the proposed I-80 tolls.

"People aren't thrilled by paying tolls, but that's no different than any other form of taxation," says Barry Schoch, a consultant heading Pennsylvania's effort to put toll booths on I-80, which is now free.

"A toll increase is always political melodrama," Port Authority spokesman Marc LaVorgna told the newspaper. "The decisions are often avoided until the need is desperate."

Hope Andrade to Serve as Interim Chairwoman of Texas Transportation Commission

Governor Rick Perry appointed Texas Transportation Commission Hope Andrade as the Interim Chair of the commission; she will hold the position until a permanent successor is named.

The Texas Department of Transportation (TxDOT) is lead by a panel of five commissioners, reports the *Houston Chronicle*. Andrade replaces the late Ric Williamson,

former Chairman of the panel. She will hold the position unless a new chairperson is named and may be asked to stay on permanently.

According to Perry spokeswoman Krista Piferrer, “The governor has chosen her to be the leader for the...time being, until her makes a decision to appoint a more permanent chair.”

Local leaders have pressured Perry to appoint someone from the Dallas-Fort Worth area, the *Houston Chronicle* reports. Applicants to the position include Erle Nye – Texas A&M regent and former TXU chief executive and chairman, former Denton County Commissioner Sandy Jacobs, and Mayor Andrew Wambsganss of Southlake, TX.

Perry appointed Andrade to the panel in 2003, the *Houston Chronicle* reports. She has served on the Texas Turnpike Commission, now a part of TxDOT. Like Williamson and Perry, she supports tolls and public-private partnerships to finance the state’s vast infrastructure.

Los Angeles Mayor Reveals New Plan to Reduce Congestion, Boost Public Transportation

Los Angeles Mayor Antonio Villaraigosa has announced a series of short-term initiatives to fight congestion, reduce gridlock, and fund public transportation.

While unveiling his plan, Villaraigosa stated that public transportation is the best way to travel in Los Angeles, *CBS News*, Los Angeles reports. To fund transportation projects and fight congestion, he is considering a half-cent countywide sales tax that could generate up to \$600 million a year. The measure could appear on the November ballot.

Said Villaraigosa, “It’s one of a number of options we have to look at. I think we have to look at public-private partnerships, as well...The fact of the matter is we don’t have the resources we need here in the city of Los Angeles to really address the gridlock.”

To promote his plan, Villaraigosa will take public transportation to work once a week, *CBS News*, Los Angeles reports. The mayor will travel by bus, subway, or light rail.

Ticketing, traffic officers, and synchronized lights are another part of the plan, *CBS News*, Los Angeles reports. In the next three to four months, Los Angeles Department of Transportation will deploy officers and set up cameras at busy intersections. Drivers who block traffic by trying to make a yellow light will receive citations. The additional revenue will go to the department.

After 36 Years of Service, Pete Spellerberg Ready to Retire from AMRL

Pete Spellerberg, manager of the AASHTO Materials Reference Laboratory has announced his retirement in April, after a career that spanned 36 years.

Spellerberg also manages the Cement and Concrete Reference Laboratories (CCRL). During the first six years of his career, he inspected laboratories for AMRL and CCRL, and managed AMRL proficiency sample programs. He has been working for AASHTO for the past 29 years.

During his tenure, the number of AMRL laboratory programs grew from 55 to over 2,500. AMRL has seen an increase in customer satisfaction and is now an ISO certified organization. Spellerberg has participated in the AASHTO Standing Committee on Highways Subcommittee on Materials Meeting since 1980.

He plans on retiring in Orange County, VA with his wife Mary, and will be close to his eight grandchildren.

States Becoming Testing Ground for Curbing Global Warming

States and municipalities are taking the lead in reducing greenhouse gas and carbon emissions in the absence of a national plan and those efforts are being welcomed by the environmental and automobile community.

Susan Gander, director, Environment, Energy and Natural Resources Division for the National Governors Association, said transportation sources play a large part of reducing state and regional greenhouse gas emissions. Gander was featured on a panel discussing global warming hosted by *Governing* magazine's Outlook on the States conference. Other panelists included Dallas Burtraw, senior fellow, Resources for the Future, and Julie Becker, vice president, Environment, Alliance of Automobile Manufacturers.

Moderator Peter Harkness, editor and publisher of *Governing*, said governors like California's Arnold Schwarzenegger, Utah's Jon Huntsman and Minnesota's Tim Pawlenty are actively developing policies to reduce greenhouse gas emissions. Harkness said states are "seeing what works and experimenting" with different emissions reduction programs.

Gander said states are concerned with transportation and growth. In particular, they are focusing on controlling sprawl, housing, ensuring quality of life, while looking for ways to fund these programs. This month, 11 governors mentioned climate change in their "state of the state" addresses.

Alaska, Arizona, Kansas, New Hampshire and Vermont have climate action plans, Gander said. Arizona, California, Minnesota, Montana and Utah air public service announcements providing tips on what residents can do to reduce greenhouse gas emissions.

Other NGA figures detail the extent to which states are taking on global warming: 39 have climate registries; 42 have greenhouse gas registries; 21 have advisory boards; and 37 are developing climate plans that address transportation and land use. Thirteen have carbon dioxide (CO₂) reduction targets; 29 have renewable energy standards; and 10 have fuel efficiency standards, she said.

California leads in trying to reduce emissions from motor vehicles and 15 states have embraced that plan. The plan calls for a 30 percent reduction in motor vehicle greenhouse gas emissions by 2016. The U.S. Environmental Protection Agency has blocked that plan with California appealing that decision in the 9th Circuit.

Becker said the auto industry is working to comply with the new corporate average fuel economy (CAFE) standards passed in last year's energy bill. It calls an average fleet

miles per gallon rating of 35 by 2020. Legislation introduced by Sens. Joseph Lieberman (I-CT) and John Warner (R-VA), called America's Climate Security Act, would put additional strains on the industry, Becker said. The legislation aims to reduce total U.S. greenhouse-gas emissions by as much as 19 percent below the 2005 level in 2020 and by as much as 63 percent below the 2005 level in 2050.

Despite global warming concerns, Becker said most Americans still opt to drive sports utility vehicles and light trucks. Becker said the industry is moving forward with plans to introduce more alternative fuel and hybrid vehicles. It calls for 50 different hybrid models available by 2020. There are now 17.

Becker said state and local governments can create incentives to reduce greenhouse gases by offering tax credits for buying alternative fuel vehicles, using congestion pricing, tolling and switching to vehicle-miles traveled user fees.

Rising Cost of Crude Leads to Rate Hikes for Airline Carriers

Airlines scramble to raise fares as crude nears an all-time high, passengers can expect more of the same if the cost of oil continues to rise.

With oil close to \$100 per barrel, carriers are adding fuel surcharge fees to their tickets, *WTOP News* reports. In 2007, the cost of crude rose \$35 per barrel, causing widespread fare hikes. Fuel is the highest expense for most airline carriers.

FareCompare Chief Executive Rick Seaney said, "If oil stays at \$100 a barrel, or if it creeps up higher, I don't see how this is going to stop. Airlines are scrapping to keep their heads above water."

United Airlines led the latest round of rate hikes; raising the cost of roundtrip tickets by \$10 - a decision copied by many of their competitors, *WTOP News* reports. Air Canada has raised tickets prices 2 percent on all flights between the U.S. and Canada. AirTran Holdings Inc. has doubled their fuel surcharge to \$10.

The cost of roundtrip tickets rose by \$10 to \$20 in early January, *WTOP News* reports. Escalating costs have cut into carriers' bottom lines; 2008 profits are not expected to meet previous estimates. Airline profits will likely be \$3.5 to \$4.5 billion this year, down from \$5 billion in 2007, the Air Transportation Association (ATA) reports.

ATA Chief Economist John Heimlich said, "Rising oil prices have a disproportionately negative impact on U.S. carriers, since oil is traded in dollars. Foreign carriers generally have more robust hedge positions than U.S. carriers, leaving them less exposed to soaring oil prices."

According to analysis by JP Morgan, for every \$10 increase in the cost of crude, airlines need \$18 more from every passenger, *WTOP News* reports. Fare increases don't stick in competitive markets, but affect passengers flying to smaller cities with less competition.

AASHTO Policy Division Adds New Personnel

Joining the AASHTO Policy Division staff are Brian Alberts, Shayne Gill and Chris Smith.

Alberts is the Policy and Operations Coordinator. Gill is Program Manager for Passenger Rail and Aviation. Smith is Program Manager for Freight Transportation.

Alberts joins AASHTO after working several stints on Capitol Hill and some of Washington, D.C.'s, premier lobbying firms. He is a 2007 graduate of Boston University with Bachelors degrees in Political Science and Communications.

Gill comes to AASHTO after working as director, Government Relations for Bartlett, Bendall and Kadesh LLC., in Washington, D.C., since 2004. From 1998-2004, Gill was the legislative director for Rep. Spencer Bachus (R-AL). From 1994-1998, he was a legislative assistant for Bachus.

Gill is a 1992 graduate of the University of Montevallo in Alabama. Alberts and Gill both live in Washington, D.C.

Smith comes to AASHTO from the Greater Tampa, Florida, Chamber of Commerce where he was Vice President, Public Policy. He earned a Bachelors degree in International Affairs and History in 2003 and a Masters degree in Public Administration and Policy in 2005, both from Florida State University.

State	Number of Projects	Dollar Value (in Millions)
Alabama	128	\$671.1
Alaska	7	\$92.6
*Arizona	39	\$790.0
Arkansas	107	\$728.3
California	28	\$800.0
Colorado	52	\$395.1
*Connecticut	20	\$728.5
*DC	1	\$50.0
Florida	5	\$675.0
Georgia	32	\$397.3
Hawaii	6	\$42.0
Idaho	11	\$174.8
*Illinois	212	\$831.4
Iowa	40	\$152.0
*Kansas	126	\$68.0
Kentucky	4	\$200.0
Louisiana	208	\$351.4
*Maine	15	\$94.1
*Maryland	32	\$94.6
*Massachusetts	59	\$181.5
*Michigan	43	\$257.0
Minnesota	30	\$217.8
Mississippi	33	\$176.2
*Missouri	127	\$546.6
Montana	70	\$116.0
Nebraska	5	\$20.0
Nevada	4	\$120.0
New Hampshire	11	\$81.3
*New Jersey	7	\$50.8
New Mexico	77	\$1,400.0
*New York	40	\$200.0
North Carolina	44	\$231.4
North Dakota	90	\$71.0
*Ohio	114	\$299.3
Oklahoma	73	\$146.4
Oregon	50	\$251.2
*Pennsylvania	524	\$1,300.0
Rhode Island	41	\$102.0
South Carolina	58	\$510.0
South Dakota	142	\$181.0
Tennessee	74	\$184.1
Texas	44	\$1,800.0
Utah	84	\$425.1
*Vermont	11	\$62.6
Virginia	1	\$101.9
West Virginia	67	\$1,200.0
*Wisconsin	20	\$35.0
Wyoming	55	\$287.2
Total	3071	\$17,891.6

* Arizona, Connecticut, DC, Illinois, Kansas, Maine, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Vermont and Wisconsin also have Transit/Aviation/Waterways Ready to Go Projects not included in the above chart.

Arizona = 2 transit projects (5 park-and-ride lots and 100 articulated buses) at \$785 Million.	Connecticut = 11 transit projects at \$579 Million.	DC = 1 transit project at \$6.4 Million.
Illinois = 43 aviation projects (rehabilitation, widening, construction) at \$170 Million, 22 transit projects (CTA, Metra, Pace and downstate agencies) at \$1.2 Billion and 19 rail projects (9 passenger and 3 freight and 6 rail freight) at \$327.7 Million	Kansas = 6 transit projects at \$9 Million.	Maine = 1 transit project at \$6 Million (bus replacement) and 1 ferry/waterways project at \$12.5 Million (governor curtis replacement).
Maryland = 3 transit projects at \$21.2 Million.	Massachusetts = 11 transit projects at \$50.2 Million and 5 rail trail projects at \$10.8 Million	Michigan = 4 transit projects (buses/van, bus rehab, facility and support equipment) at \$82 Million.
Missouri = 4 aviation projects at \$12.5 Million, 21 transit at \$12.8 Million and 2 waterways at \$26.0 Million.	New Jersey = 5 transit projects (1 light rail extension, 1 commuter rail station and 3 platform reconstructions) at 152 Million.	New York = 1 transit project (400 buses) at \$200 Million and 1 rail project (passenger improvements) at \$10 Million.
Ohio = 19 transit projects at \$17.9 Million	Pennsylvania = 22 transit projects (3 SEPTA, 2 Port Authority and 17 other transit systems).	Vermont = 1 transit project at \$18.5 Million (capital replacements), 1 aviation project (improvements and maintenance) at \$0.5 Million and 2 rail projects (facilities improvements and materials) at \$10.5 Million.
Wisconsin = 2 rail projects at \$50 Million (1 track realignment and 1 rail line improvement).		