



COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, REPUBLICAN LEADER

In Case You Missed, some media coverage of the June 3rd, 2020 release of House Democrats' partisan "My Way or the Highway" surface transportation bill):

[House surface bill's green flavor may drive GOP, industry toward Senate bill](#) (Politico – *yesterday*)

On a call with reporters Wednesday, House Transportation Chair [Peter DeFazio](#) (D-Ore.) defended his work, saying there was "very little room to work with the Republican staff" on the bill's climate elements, which he said were "crucial."... He also hinted that since Democrats are aligned on the importance of combating climate change, GOP support probably won't be needed for the bill to pass the House.... DeFazio didn't try to counter the Republicans' charge that their priorities weren't included, saying the bill was developed "to our priorities, our needs."

[With green-tinted glasses, Democrats showcase their infrastructure plans](#) (Politico – *on January 29, 2020*)

[note the date of this article] "We're interested in working on anything," said ranking member Sam Graves (R-Mo.), even potentially provisions related to climate. "Peter and I have been talking. This is their initial rung, so yeah, we'll take a look at it."

[Democrats' green infrastructure bill faces perilous road](#) (Environment & Energy Daily)

The spokesman added: "We never saw any proposals or language for today's bill, on any piece of it. So this wasn't a staff issue, and if that's the defense for going in a partisan direction, that's not really a reasonable defense. Faulting Republicans' reaction to a bill that had no Republican input, and using that now as a reason to have never invited Republican participation in the process in the first place, is not a legitimate excuse."

[If Paid For By Motor Fuels Taxes, DeFazio Bill Would Double Federal Gas Tax](#) (Eno Center for Transportation)

If Congress decides to pay for the Trust Fund deposits needed to support the bill, and if Congress took that revenue increase entirely from increasing federal gasoline and diesel fuel taxes (two big "ifs"), the DeFazio bill would require the federal gas tax to be doubled over five years (from the current 18.3 cents per gallon to 36.6 cents per gallon in 2025), and the diesel tax would need to be increased by 18.3 cents per gallon, from the current 24.3 cents to 42.6 cents.

With no GOP input, stakeholders fear House highway bill may stall (CQ/Roll Call)

A five-year, \$494 billion surface transportation bill crafted by House Democrats received a lukewarm reception from stakeholders who warned that it lacked the bipartisan backing needed to get it passed by the time the current highway authorization expires.... It was crafted with minimal input from the GOP, as reflected in the comments of ranking Republican Sam Graves R-Mo., and two subcommittee ranking Republicans shortly after the text of the bill was released. The trio criticized the bill as lacking flexibility for states and giving “outsized” funding to urban areas at the expense of rural communities... Their concern was shared by the American Association of State Highway and Transportation Officials who said while they appreciated the \$83.1 billion included in the bill aimed at helping them address budget shortfalls caused by the coronavirus, “it is disappointing that this legislation was not developed in a bipartisan manner.” “... U.S. Chamber of Commerce Executive Vice President and Chief Policy Officer Neil Bradley echoed those concerns. “With historic unemployment, tremendous unmet infrastructure needs, and less than four months before the expiration of surface transportation programs, this is no time for another partisan approach to infrastructure,” Bradley said.

AAR pans House transportation proposal (Trains)

The Association of American Railroads is voicing its disapproval of the transportation bill unveiled Wednesday by Democratic members of the House Committee on Transportation and Infrastructure. AAR CEO Ian Jefferies says in a statement that “America’s railroads are extremely disappointed in the House surface transportation reauthorization released today. When all of us should be working together toward common-sense solutions, this partisan legislation falls far short of what this moment demands.” The INVEST in America Act includes \$60 billion for rail projects and \$105 billion for transit, but would also require two-man crews for freight trains and block shipment of liquefied natural gas by rail, among other provisions.

‘Love affair with the Green New Deal’: Republicans slam House Democrats’ infrastructure plan

(Washington Examiner)

Republicans say the nearly \$500 billion infrastructure package House Democrats unveiled Wednesday focuses too heavily on climate change mandates and liberal wish list items to be a starting point for negotiations. “House Democrats love affair with red tape and the Green New Deal is getting in the way of getting America back to work,” Sen. John Barrasso, a Wyoming Republican who chairs the Senate Environment Committee, told the Washington Examiner in a statement.