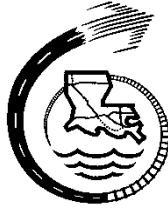


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**Louisiana Good Roads and  
Transportation Association**

# Press Release

## **Austere federal transportation proposal a “job killer” for Louisiana**

Baton Rouge – A proposal that would strip Louisiana of \$271 million in federal transportation fund is an unacceptable plan that will halt the fragile economic recovery, decrease safety on Louisiana’s roads and kill more than 8,000 jobs, a highway advocate said Monday.

“This proposal is a job killer and should be rejected by the U.S. transportation committee,” said Ken Perret, president of Louisiana Good Roads and Transportation Association. “This measure doesn’t just tighten the belt; it tightens the noose on the Louisiana economy.”

The proposal from U.S. Rep. John Mica of Florida, who is chairman of the Transportation and Infrastructure Committee, eliminates all federal general funds from transportation spending, leaving only the underfunded federal transportation trust fund to help meet the country’s transportation needs. According to data from the Federal Highway Administration, Micah’s proposal will cost Louisiana \$271 million and 8,115 jobs.

“Do we really believe that the partisan gamesmanship going on in Washington is worth 8,000 jobs here at home?” Perret asked. “It’s an unacceptable plan.”

Perret called on transportation committee member U.S. Rep. Jeff Landry of New Iberia to “vote for Louisiana and vote against this proposal that will hurt our economy and put people out of work.

“Chairman Mica said we have to do more with less,” Perret said. “If this proposal passes, Louisiana will certainly get more – more traffic congestion, more roads in poor condition, more highway fatalities and more people out of work, all because we’ll have less money.”

Transportation projects create jobs and stimulate economic development. Perret pointed out that Site Selection magazine’s recent survey of business executives across the country revealed that highway infrastructure is the No. 1 factor for businesses that are looking for a place to locate or expand.

*(MORE)*

For several recent years, federal lawmakers have used general fund revenues to bolster the federal transportation trust fund. The trust fund is replenished by the 18.4 cents-per-gallon federal fuel tax, which hasn't been increased since 1993. The tax is based on volume instead of value, and when fuel prices rise, people actually buy less gasoline, meaning the trust fund receives less revenue. People also are using more fuel-efficient vehicles, which also has translated to less gas tax revenue. All of these factors, along with years of inflation, have combined to give the trust fund much less buying power today than it did decades ago. Thus, supplementing the transportation trust fund with general fund dollars is justified based on the overall positive effect on improved transportation on the national economy.

“We need to be smarter about where we're cutting,” Perret said. “Our political leaders need to give priority to those areas that stimulate the economy, keep people working and keep citizens safe. These drastic cuts to transportation funding make no sense from an economic standpoint or from a safety standpoint.”

*Louisiana Good Roads and Transportation Association ([www.louisianagoodroads.org](http://www.louisianagoodroads.org)) is a statewide, non-profit organization dedicated to fostering and promoting a program of planning, design, construction and maintenance of an adequate transportation system, sufficiently financed, which will conveniently and safely serve the transportation needs of the people of Louisiana.*