



# TRANSPORTATION 2024

**Finding common ground  
through overcoming  
transportation challenges**

# Transportation 2024

## Finding common ground through overcoming transportation challenges

### CONTENTS

**3 Utah's transportation connects our present with our future**  
By Gov. Spencer Cox

**4 The power of choice: How air travel became more affordable and available for all**  
By Rebecca Spicer, Airlines for America

**6 Fueling flight: Utilizing biofuels in aviation**  
By U.S. Sen. Jerry Moran

**7 The Water Resources Development Act: A roadmap to common ground**  
By U.S. Rep. David Rouzer

**8 Safeguarding construction workers protects transportation investments**  
By Nile Elam,  
National Asphalt Pavement Association

**10 Life in the fast lane: How express lanes unlock mobility**  
By Beau Memory,  
Transurban North America

**12 Streamlining commercial space: A national imperative**  
By U.S. Rep. Rick Crawford

**14 Navigating shoal waters: The Coast Guard's funding challenge**  
By U.S. Rep. Daniel Webster

**16 Prosperity and security flow through U.S. ports**  
By U.S. Rep. Mary Sattler Peltola

**17 Call 'red light' on federally funded revenue traps**  
By U.S. Rep. Scott Perry



# Utah's transportation connects our present with our future



By Gov. Spencer Cox

**T**ransportation is so much more than moving people and objects from point A to point B. Where we build roads, bridges and freeways shapes our neighborhoods, our Main Streets, our economy and the very way we live our lives.

As governor of the fastest growing state in the nation, I'm well aware that the decisions we make today will affect the quality of life of our children and grandchildren. That's why, over the past four years, I've challenged our state's transportation team to keep future generations in mind as they plan and dream big.

Two of those big dreams are now in the process of becoming reality. The first focuses not on our highways, but on our

byways. Our goal is to connect every city and town in our state by a paved trail.

Utahns love to walk, run, bike, scooter, skate and use other low-impact ways to experience the great outdoors, and

this year, the Utah Transportation Commission approved nearly \$95 million to build 19 new paved trails and fill in trail gaps across the state.

The network has clear benefits for

will connect a trail crossing over the Union Pacific Railroad and UTA Front-Runner tracks to a nearby segment of the Jordan River Parkway Trail, offering commuters yet another safe transportation option.

Even as we reimagine new ways to expand our ground transportation needs, we're also looking heavenward.

Earlier this year, the Utah Department of Transportation and Utah State University successfully launched the state's first air taxi from a vertiport. We're using years of in-depth research to target areas – from parking lots to the tops of office buildings – that would make excellent vertiports. And we're envisioning a transportation system in the air that connects safely and seamlessly with the transportation system on the ground.

Just like “The Jetsons,” we're not too far away from drones and air taxis that carry packages and people. Our vertiport demonstration showcased how aircraft can take off and land near homes and businesses without completely disturbing the peace.

Both our vertiport plans and our trail network will revolutionize the way Utahns commute, recreate and travel in our state. As our state grows, we want to give people multiple travel options so that they can choose their own adventure and get from point A to point B in a way that's safe, convenient and accessible for all.

Gov. Spencer Cox is Utah's 18th governor.

**We're using years of in-depth research to target areas – from parking lots to the tops of office buildings – that would make excellent vertiports. And we're envisioning a transportation system in the air that connects safely and seamlessly with the transportation system on the ground.**

this new Utah Trail Network will allow Utahns of all ages and abilities to visit any city or town in the state without a car. Our state already has a robust trail system, and the vision is to fill in the gaps as well as build new paths to form a fully integrated regional paved trail network.

Last year, we worked with the Utah Legislature to create a fund specifically for this active transportation effort. And

tourists who want to experience our stunning landscapes. For example, a new 3-mile trail extension will connect the Moab Canyon Pathway with the future Raptor State Park Visitors Center and tie into the existing trail system that continues south into Moab.

But the trails will provide new routes for commuters, too. A new 0.5-mile trail in the Bluffdale in the Salt Lake Valley



**In the first six months of this year, airfares fell 9% compared to last year – when adjusted for inflation. There’s more: Inflation-adjusted airfares for this year are more than 18% lower than they were pre-pandemic in 2019.**

# The power of choice: How air travel became more affordable and available for all



**By Rebecca Spicer**

This summer, a record number of travelers are booking tickets, packing bags and heading to the airport. I am one of the millions of passengers buckling up and taking off.

And just about all of us have specific preferences when it comes to air travel, whether it’s aisle seat or window seat, cookies or pretzels, or even window shade open or closed during flight. (I like it open for the birds-eye view.)

Some people choose to pay extra for the comforts of first class, while some just want a bit of extra leg room. Others want the choice of saving some money by flying in economy.

I prefer to travel with a carry-on, but on big family trips I would rather check

bags. I like getting to the airport early to have time to grab a snack (or drink) and relax, but others like to walk right onto the plane as the gate agents begin the boarding process.

We don’t just have the choice of *where* we want to go, but also *how* we want to fly.

Today, we have more choices than ever. From 2000 to 2023, the number of competitors per domestic air trip rose, as did passenger access to lower-cost carriers. In 2021, for example, two new low-cost airlines entered the U.S. air-travel market, generating even more competition among carriers for consumers.

Consumer choice and fierce competition among U.S. airlines has been benefitting passengers. It’s why nearly 90% of Americans have flown in their lifetime, half of them before their 16th birthday. Compare that to 1971, years before the industry was deregulated, when only 49% of Americans had flown in their lifetime.

This is a testament to airlines’ continued commitment to their customers and the robust competition that exists in the industry today. This has resulted in a range of options giving consumers more choices to let them pick the ticket and fare option that best fits their needs.

It’s also why travelers are paying historically low airfares.

In the first six months of this year, airfares, when adjusted for inflation, fell 9% compared to last year.

There’s more: Inflation-adjusted

airfares for this year are more than 18% lower than they were pre-pandemic in 2019.

Since deregulation of the airline industry in 1978, airfares have fallen nearly 50%.

Airfares are an outlier as the cost of everyday goods continue to rise for Americans.

Essentials like food, housing and electricity are more expensive, forcing people at home to make tough choices on how they spend their hard-earned dollars.

Travel, however, continues to prove important for consumers, as U.S. airlines experience a record-shattering summer travel season.

U.S. airlines are expected to transport a record 271 million passengers across the globe this summer, up more than 6% from last year, according to Airlines for America’s (A4A) summer travel forecast.

To meet that demand, U.S. airlines will offer more flights this summer with 26,000 scheduled flights per day. That’s a boost of nearly 1,400 from summer 2023.

Just after the July 4th holiday, the Transportation Security Administration (TSA) screened more than 3 million passengers in a single day – the most in the agency’s history.

According to TSA, seven of the top 10 busiest travel days ever happened in the last month.

The bottom line is this: travelers are paying less for flights and have more choices for where and how they

want to fly.

As passenger numbers soar, U.S. airlines continue to work to improve the air travel experience for their customers, including investing heavily in their mobile apps to keep you up to date with the latest flight info and putting more cash into aircraft and ground equipment.

All would not be possible without the more than 800,000 airline employees who are the backbone of our industry. Our carriers are leveraging their largest workforce in more than two decades while proudly offering well-paying, quality jobs. In fact, in 2022, air transportation employees earned wages 39% higher than the average private sector employee with more benefits, including medical, flight and retirement benefits, as well as job flexibility.

So, as you head to the airport this summer, whether for a long-awaited vacation or an important business trip, know that our customers are what drive us to ensure air travel remains efficient, affordable, accessible and – most importantly – safe for all.

.....  
*Rebecca Spicer is Senior Vice President of Communications at Airlines for America (A4A), which promotes safety, security and a healthy U.S. airline industry. A4A works collaboratively with airlines, labor, Congress, the Administration and other groups to improve aviation for the traveling and shipping public.*



Nearly **90%**  
of Americans have flown because  
U.S. airlines give consumers the  
**POWER OF CHOICE.**

[Learn more at airlines.org/the-power-of-choice](https://airlines.org/the-power-of-choice)



Airlines for America  
We Connect the World

# Fueling flight: Utilizing biofuels in aviation



By U.S. Sen. Jerry Moran

**F**armers feed the nation and the world, and with new technology and innovation, farmers will fuel flight as well.

Sustainable aviation fuel, also known as SAF, is a biofuel made from products like corn, sorghum and soybeans that can be used in aircraft and produce fewer greenhouse gas emissions than traditional fuels.

SAF is the future of biofuels and combines some of the most important industries in my state – aviation and agriculture.

Agriculture is Kansas's largest economic driver, contributing over \$81 billion to the state's economy. Kansas farmers produce an excess of corn, soybeans and grain sorghum that all have numerous potential uses, including Sustainable Aviation Fuel.

Kansas is also home to Wichita, the Air Capital of the World, where thousands of airplanes and aircraft parts are manufactured every year.

In partnership with SAFFiRE Renewables and Southwest Airlines, Kansas will also soon break ground on a facility that will process corn stover for the production of renewable ethanol, which will then be converted into SAF.

This is an exciting pathway to producing high-volume, affordable SAF.

The SAF industry has the opportunity to experience tremendous growth, create more markets for our farmers and increase our domestic energy production and security, but Congress and the administration need to remove barriers that are blocking the path to success.

I introduced the *Farm to Fly Act* to help accelerate the production and development of sustainable aviation fuel through existing U.S. Department of Agriculture (USDA) programs. This legislation would allow further growth for alternative fuels to be used in the aviation sector and create new markets for American farmers.

This legislation would increase the



**The [Sustainable Aviation Fuel] industry has the opportunity to experience tremendous growth, create more markets for our farmers and increase our domestic energy production and security, but Congress and the administration need to remove barriers that are blocking the path to success.**

accessibility of biofuels for commercial use and directly support rural America and its farmers, the agriculture industry and the aviation sector.

Reports indicate that the global sustainable aviation fuel market size and share is expected to grow from its current market revenue of \$1.1 billion to \$3 billion by 2034.

Unfortunately, recent policies issued by the Biden administration are hampering the growth of the SAF industry by limiting the types of crops that can be utilized in SAF production.

To unleash the potential of the SAF industry, the Biden administration needs to finalize the 45Z tax credit so further commitments and investments can be made.

Under the guidance issued by the Department of Treasury, there won't be enough grain feedstock to meet processing demand, and rejecting grain feedstocks is a giant leap backwards for SAF production in the U.S.

The Treasury Department's guidance for the SAF tax credit only allows corn ethanol to qualify if the grain is grown with three practices that are considered "climate-smart:" no-till, cover crops and energy-efficient fertilizer. Soybean oil

would qualify only if the soybeans were grown using no-till and cover crops on the same acreage.

The eligibility requirements are so strict that very few farmers can produce eligible feedstocks and the guidance excludes grain sorghum as an eligible feedstock.

Grain sorghum is drought-tolerant, heat-resistant and low-input – all factors that contribute to its low carbon intensity (CI) score. These attributes, combined with the demand for renewable energy plants throughout the Midwest, make grain sorghum a great candidate to

produce sustainable and climate-smart energy products.

Today, only a small percentage of producers meet Treasury's eligibility requirements, which severely hinders the amount of fuel that can be produced.

To bring more awareness to SAF, I am excited to announce the Senate Sustainable Aviation Caucus. Last month, the House of Representatives launched its own Sustainable Aviation Caucus, and I'm pleased to lead this effort in the Senate. SAF can unlock tremendous benefits for the economy and our farmers while offering a cleaner source of energy for aircraft and a new energy source for our nation.

The industry is poised for success. Yet achieving its full potential hinges on employing the right tools and implementing more workable regulations.

.....  
*Sen. Jerry Moran, R-Kansas, is the senior senator and serves as the chair of the Senate Sustainable Aviation Caucus. Sen. Moran also serves as the lead Republican on the Senate Commerce Subcommittee on Aviation Safety, Operations, and Innovation and is a member of the Senate Appropriations Subcommittee on Agriculture.*

# The Water Resources Development Act: A roadmap to common ground



By U.S. Rep. David Rouzer

**N**orth Carolina's Seventh Congressional District, which I'm honored to represent, is known for its beautiful waterways and beaches as well as the rich agricultural fields that dominate the landscape in Southeastern North Carolina. Not unlike many parts of the country, this abundance provides significant recreational and economic benefits. Running through this part of the state are important bodies of water that interlink rural and urban areas. Invest-

**Investing in our water resources infrastructure is not only key to preserving our local way of life, but also critical for our nation's economy, strengthening U.S. and international commerce, and protecting our communities, farm families, and businesses during natural disasters.**

ing in our water resources infrastructure is not only key to preserving our local way of life, but also critical for our nation's economy, strengthening U.S. and international commerce, and protecting our communities, farm families, and businesses during natural disasters.

This is why the *Water Resources Development Act (WRDA)* is one of the most important pieces of legislation the Transportation and Infrastructure Committee produces. As chairman of the Water Resources and Environment Subcommittee, I work with my colleagues to craft solutions to protect our economy and maintain our quality of life. In this year's bill, more than 1,900 total requests were submitted for consideration from 348 members of Congress.

Whether urban or rural, inland or coastal, meeting our water resources



Riverwalk along the waterfront of the Cape Fear River in Wilmington, North Carolina.

needs is vital to our security, safety, and economic stability. With the nation continuing to deal with supply chain challenges, well-functioning and reliable waterways enable the movement of more than two billion tons of cargo each year. The authorized partnerships between the Army Corps of Engineers and our ports make our supply chain more resilient. Improvement of our nation's levees and dams help protect communities and critical industries

from flooding. Coastal storm damage reduction projects address erosion and minimize the impacts of storm damage to seaside communities, which is particularly important for many that live and work on the coast.

To achieve the best possible legislation for the entire country, it is important that these WRDA bills remain bipartisan. Because of the commitment of Republican and Democratic leadership on this committee, regardless of

which party is in the majority, bipartisanship has ruled the day. During the past decade, the consistency of passing this legislation every two years on a bipartisan basis has allowed Congress to respond to local water resource needs more effectively. It has also allowed non-federal sponsors to more adequately plan infrastructure needs for the future. Additionally, it imparts confidence that we can address water infrastructure needs regardless of any partisan discord in Washington.

With these bipartisan, biennial bills, Congress has authorized new projects and studies across the country. This Congress, we've increased permitting transparency at the Corps by requiring the status of environmental permits to be accessible online. We've clarified the ability of non-federal sponsors to conduct feasibility studies and invested in ways to help non-federal interests access the right federal resources for their respective projects. Further, we've expanded opportunities to help our fellow citizens, local governments, and state governments develop and execute water resource projects, and enhanced the Corps' ability to respond to emergencies and disasters, among other initiatives.

This year's bill also expands on a provision I worked hard to secure in WRDA 2022: the mapping of inland and coastal waterways in North Carolina. In doing so, the Corps can identify potential hazards, such as debris and sedimentation, which often lead to increased flood risk. WRDA 2024 broadens this authority to put in place a National Coastal Mapping Program to better improve flood resilience nationwide.

Too often in Congress, partisan gridlock gives the impression we are too divided to find common ground on tangible solutions for all Americans. The truth is, there are plenty of bipartisan solutions to the challenges our communities face today. WRDA is a reinvigorating example of what can be achieved when Republicans and Democrats have the common goal of crafting pragmatic, commonsense, bipartisan solutions. Assuming the provisions of the House version are included in the final language after House and Senate negotiations, WRDA 2024 will make our nation's water infrastructure and resiliency much stronger and improve our supply chains and competitiveness worldwide.

*Rep. David Rouzer, R-N.C., serves on the House Agriculture Committee and the House Transportation and Infrastructure Committee, where he currently serves as chairman of the subcommittee on Water Resources and Environment.*

# Safeguarding construction workers protects transportation investments



By Nile Elam

**T**oo often, we underestimate the difficulties and dangers roadway workers face while building and maintaining our roads, highways, and bridges.

When was the last time you thought about a roadway work zone? It was probably during your commute while you were stuck in traffic due to a lane closure, or following detour signs taking you away from your ideal shortcut home. Maybe the experience simply spiked frustration rather than inspiring recognition and appreciation for the roadway improvement in progress.

Let's be honest, we've all been there. We have all been crunched for time getting to the airport, late for a meeting or doctor's appointment, or trying to reach a vacation destination.

Unfortunately, distractions abound – especially in the era of 24/7 social media, smartphones buzzing with endless notifications, and cars housing more technology than we ever could've imagined. When drivers encounter work zones, such distractions become life-threatening.

More than 100,000 crashes occur annually in work zones, causing nearly 42,000 injuries and 1,000 fatalities. About 100 of those are road worker deaths. This stark toll is going up, not down – and we must take deliberate action to prevent work zone deaths.

These sobering numbers command our attention as we combat distracted driving to protect the hardworking men and women in roadway construction. There are too many tragic reminders of these incidents, such as the deadliest-ever single work zone crash last year on I-695 near Baltimore, where six roadway workers lost their lives after being struck by a speeding vehicle. Baltimore's Key Bridge collapse this spring, in which a maintenance crew perished,



DC-based NAPA member Fort Myer Construction paves America's main street, Pennsylvania Ave.

underscores the unimaginable risk to workers on infrastructure projects.

Put yourself in their work boots for a moment.

While someone zips by in a 4,000-pound vehicle at 70 miles per hour through a work zone, paving crews and contractors are standing mere feet away, often without protective barriers or police presence. Sometimes these crews are working on roads packed with commuters. Other times, they're working during the night when motorists are likely fatigued and contending with diminished visibility.

Despite these scenarios constantly repeating across our surface transportation network, the necessary work continues day in and day out. However, we need not accept these grave dangers as the norm.

The National Asphalt Pavement Association, along with many partners in the transportation construction sector, knows that much more can and must be done to protect road construction workers.

In fact, in the bipartisan *Infrastructure Investment and Jobs Act* (IIJA), we included a provision called the Work Zone Safety Contingency Fund (WZSCF). Its intent was to expand eligibility for federal funds for work zone enhancements for qualified projects across state departments of transportation. NAPA and its sister trade associations in the construction sector worked closely on

WZSCF inclusion. We continually and collaboratively promote policies that complement, highlight, and advance effective work zone safety measures.

Almost three years since IIJA's passage, the WZSCF program has yet to materialize in a meaningful way. No one expects this eligibility expansion to eradicate all the dangers, but we can't even begin to measure its effectiveness until the Federal Highway Administration (FHWA) fully deploys this policy and determines whether it can yield successes or needs improvement in its mission to save lives.

Despite this slow start, NAPA and its partners remain committed to working with FHWA and elected officials on Capitol Hill to advance meaningful policies. FHWA's Every Day Counts initiative prioritizes nighttime visibility in work zones and installs traffic devices that help both the workers and the motoring public. But we need to build on this momentum.

WZSCF is as critical as ever, because highway projects keep growing, multiplying the number of workers on roadways, along with the daily risks they face. Since IIJA's passage, more than 56,000 road and bridge projects have begun. That frequency will continue as we approach the final 24 months of the bill's implementation.

Solutions must be quickly identified and deployed to ensure work zone crews are protected and the motoring

public can safely reach their destinations, while crucial improvements to our road and bridge network are completed in a timely manner.

While some solutions will be driven by local and state governments, we need to do what we can at the federal level to improve funding opportunities, expand eligibility, and support local entities on the policies that work best for road projects in their communities.

We can't prescribe solutions across the states, but we can highlight a menu of options that should be discussed at the national level to make workers safer. These include increased funds for and use of speed cameras; mandated police and barrier utilization for projects that meet specific thresholds; deploying effective warning systems like high visibility gear and green lights for work zone trucks; national ad campaigns warning against distracted driving and cell phone usage; and so much more.

With the next highway bill on the horizon, work will begin in earnest in the 119th Congress on IIJA's successor. Now is the time to develop and support deployable solutions. We have time to work in a bipartisan manner with stakeholders in Congress and the White House. But that's only if we begin now, before more lives are lost.

As we work on IIJA's successor, policy discussions will naturally gravitate to big-ticket items and debates about the highway reauthorization's overall dollar amounts. Let's not miss the opportunity to do all we can to protect the individuals who provide our communities with safe, smooth roads. The crews maintaining our roadways are the unsung heroes of our infrastructure network.

The next time you come upon a project site, please take the time to focus, be alert, drive cautiously, and respect the women and men in hard hats and neon vests. The work they're doing improves our own lives. Let's make sure we're doing everything we can to save their lives. Robust federal funding and generational investments won't fully be realized if we can't honor and protect the people tasked with building our roads, highways, and bridges every day.

*Nile Elam is vice president for Government Affairs at the National Asphalt Pavement Association, which represents U.S. asphalt pavement producers, paving contractors, equipment manufacturers and distributors, suppliers, researchers, engineers, and consultants to advance asphalt pavements as an essential part of sustainable transportation infrastructure that paves the way for thriving communities and commerce.*





# ASPHALT KEEPS AMERICA MOVING.

More than 90% of roads and highways, along with 80% of airfields, are surfaced with asphalt pavements. The men and women who build asphalt roads put their lives on the line, in countless work zones across our surface transportation network, to connect us and keep America moving.

As the industry's national voice, NAPA works with Congress, the Administration, Departments of Transportation, and numerous other stakeholders and partners to engineer smooth, safe, long-lasting roads. Let's protect America's investment in our surface transportation network by doing everything we can to safeguard the people building it.

➤ **Asphalt. America rides on us.**

NAPA member Granite  
Construction paving SR 173  
in Salt Lake City, Utah



[AsphaltPavement.org](https://AsphaltPavement.org)

# Life in the fast lane: How express lanes unlock mobility



By Beau Memory

**H**as bad traffic ever made you show up late to a baseball game or dance recital? Miss the big work presentation? Come home after dinner is over and the dishes are done?

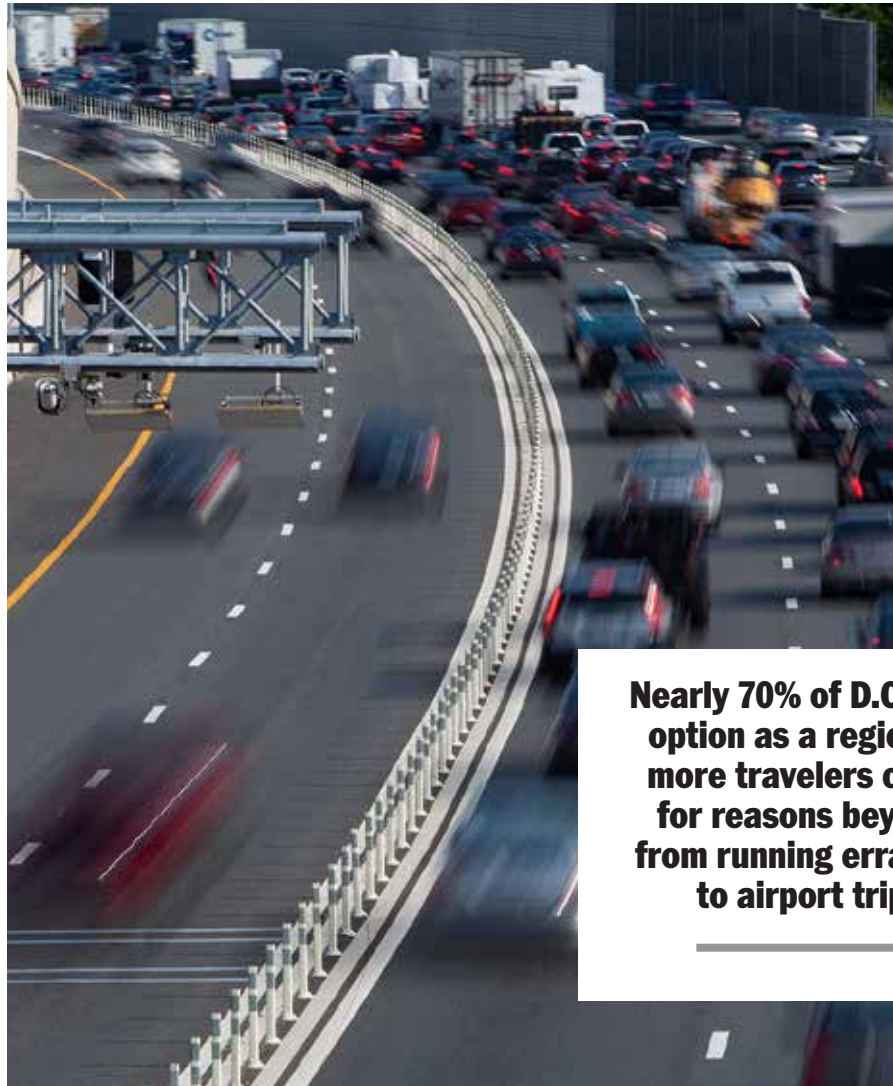
I think we can all confidently say: yes.

The obvious solution is more transportation choices — from commuter infrastructure and carpool incentives to public transit and bike and pedestrian options. But how governments and agencies go about improving mobility can make the difference between a transportation system that works, and one that does not.

Recent federal funding for transportation infrastructure has created a massive influx of cash in an oft-underfunded portion of states' budgets. However, the Infrastructure Investment and Jobs Act funding is set to expire soon — bringing the prospect of continued once-in-a-generation money into question shortly after federal elections.

Political jockeying aside, state governments have a huge opportunity to improve infrastructure without taxpayer dollars and mitigate risk: public-private partnerships (P3s). P3s bring funding and flexibility in meeting communities' needs now and decades into the future, offering long-term solutions that not only build critical infrastructure but invest in communities.

Transurban, a global leader in road transportation solutions, introduced the first dynamically priced Express Lanes to the United States in 2012, with a trip price determined by distance traveled and congestion levels. Set in the median of the Capital Beltway near Washington, D.C., the 14-mile 495 Express Lanes implemented a travel choice that provided a faster, more reliable trip, all without the Commonwealth of Virginia having



**Nearly 70% of D.C.-area drivers see the tolled option as a regional benefit, with more and more travelers choosing the Express Lanes for reasons beyond commuting that range from running errands and visiting loved ones to airport trips and family vacations.**

to spend hundreds of millions of dollars or undertake monumental risk.

Express Lanes quickly caught on as a popular travel option, expanding to include Lanes along I-95 and I-395 in under a decade. Now, the Express Lanes encompass nearly 60 miles of time-saving choices, improving mobility, connecting communities, and building more than \$5 billion in critical infrastructure that Virginia can spend on other priorities and projects.

It is easy to see the benefits of life in the fast lane. Nearly 70% of D.C.-area drivers see the tolled option as a regional benefit, with more and more travelers choosing the Express Lanes for reasons beyond commuting that range from running errands and visiting loved ones to airport trips and family vacations.

The travel benefits extend beyond more road capacity. The Express Lanes offer a free ride for motorcycles and vehicles with 3 or more people in the car. Nearly half of passenger trips take advantage of this benefit, reducing greenhouse gas emissions and traffic

congestion by decreasing the number of cars on the road.

That is not to mention the community impacts Transurban's private investments have made in the region. Through construction employment, new transportation connections, and faster, more reliable trips, the Express Lanes have generated approximately \$8 billion in economic growth and brought over 50,000 jobs to the region.

Transurban's Community Grant programs show our commitment to the communities in which we serve and live. We specifically support local community projects, neighborhoods and nonprofit organizations with focuses on areas important to the Commonwealth. Our contribution of more than \$2 million in grants to over 350 different organizations is making a difference.

As another benefit, our roads are equipped with state-of-the-art technologies that are enabling the next generation of transportation. Transurban's private investments are agile and take on risks the public sector cannot, helping the company explore innovative

solutions for the challenges transportation infrastructure will face in the coming years.

Collecting more than 2,000 data points per mile, our on-road innovations and back-end systems are purpose-built for the future of self-driving cars and automated freight; intelligent safety and enforcement systems; and technologies that enable governments to establish new transportation funding streams, like mileage-based user fees.

The Express Lanes also contribute to the Northern Virginia Transportation Commission's Commuter Choice Program, with nearly \$80 million contributed to date to transit projects throughout the 95/395 Express Lanes corridor. So far, the program has enabled 2.6 million sustainable, equitable passenger trips, translating to 35 million

fewer vehicle miles traveled and reducing greenhouse gasses by 69% compared to single-occupancy trips.

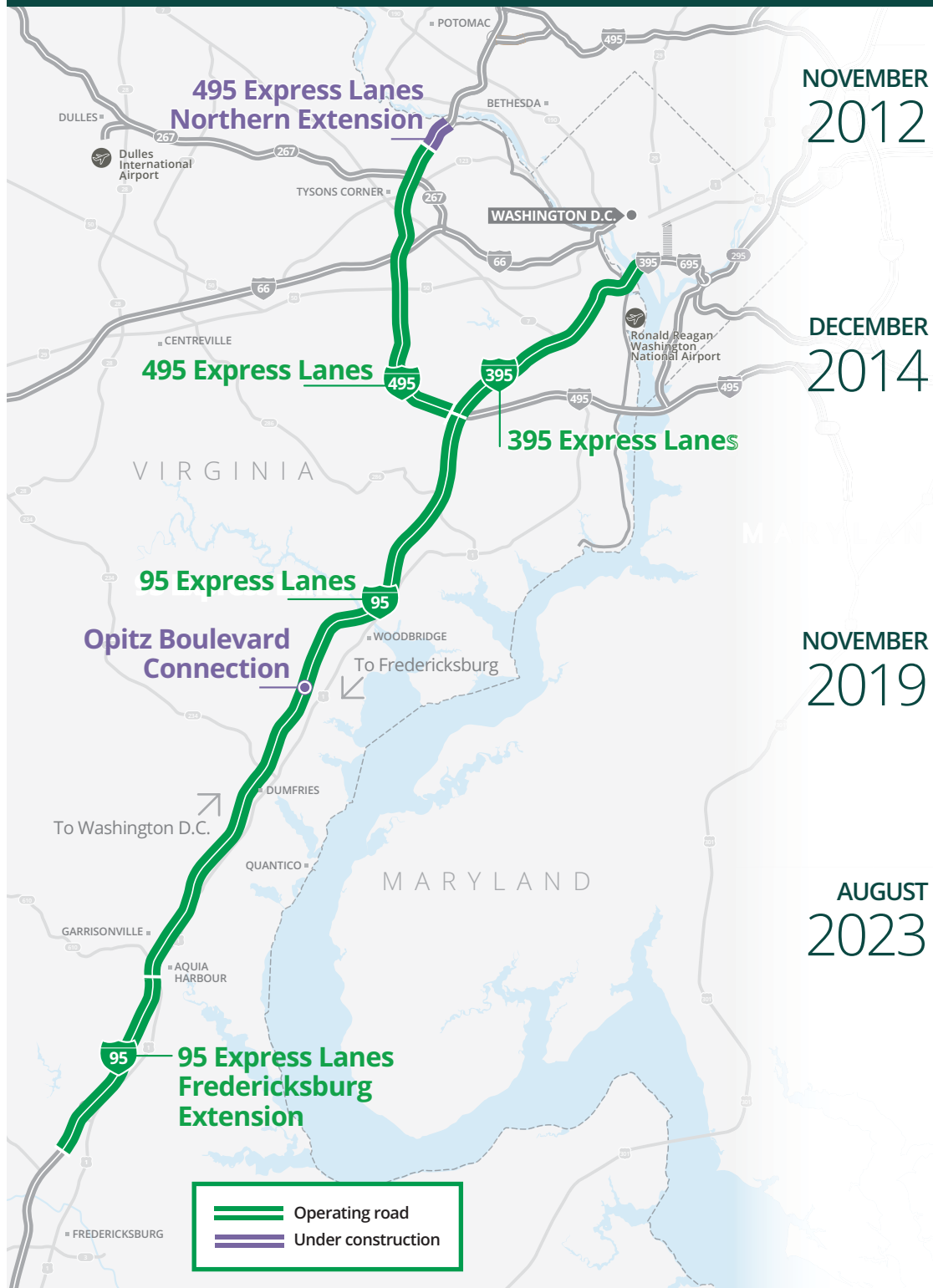
Transurban's construction projects encompass further environmental considerations. For example, on the 495 Northern Extension currently under construction, crews are incorporating local stream cleanup and first-time stormwater management along the Potomac River, helping maintain the coastline's natural beauty while bringing infrastructure beyond the roadway on behalf of the Commonwealth. The project also enables multimodal transportation solutions, including funding a bus line and connecting local hike-and-bike trails.

Transurban's Express Lanes are active proof that P3 projects can unlock mobility in new and creative ways. Beyond the road, Transurban has unlocked mobility solutions for the Northern Virginia region that reduce congestion, encourage carpooling, and enable strong public transit options. Governments now have a unique opportunity to partner with Transurban to meet not only transportation infrastructure needs, but also support surrounding communities both on and off the road.

.....  
*Beau Memory is president of Transurban North America.*

# Transurban: A trusted partner to government for innovative mobility solutions

One of the world's largest infrastructure developers and operators, Transurban is a pioneer of managed lane networks that offer mobility options, connect communities and boost economies. For more than a decade, Transurban's partnership with the Virginia Department of Transportation has kept Virginia moving.



NOVEMBER  
2012

## 495 Express Lanes

- Introduced the first dynamically priced, managed lanes in the U.S.
- Deploys cutting-edge traffic management and safety technology

DECEMBER  
2014

## 95 Express Lanes

- Converted and expanded existing HOV facility into 31 miles of reversible Express Lanes
- Provides travelers with a seamless connection to the 495 Express Lanes, growing the network to 40+ miles

NOVEMBER  
2019

## 395 Express Lanes

- Converted remaining 8-mile stretch of HOV lanes to D.C. into Express Lanes
- Includes an annual \$15 million regional transit subsidy commitment

AUGUST  
2023

## 95 Express Lanes Fredericksburg Extension

- Added 10 miles of Express Lanes to support growing communities, enabling reliable transit options in the corridor
- The combined 95/395 Express Lanes is the longest reversible road in the U.S., stretching nearly 50 miles

Learn more about how Transurban is delivering innovative infrastructure solutions for our partners at [Transurban.com](https://www.transurban.com).

# Streamlining commercial space: A national imperative



By U.S. Rep. Rick Crawford

**W**hen you think about space travel, I'm guessing you think about NASA, the International Space Station, SpaceX, or even Star Trek before you think about the Federal Aviation Administration (FAA). Believe it or not, the FAA isn't

we need the FAA to be as nimble as the commercial space industry.

In 2002, with the hopes of revolutionizing an industry desperate for vision and inspiration, Elon Musk founded SpaceX. The United Launch Alliance, Rocket Lab, Firefly, Blue Origin, and others followed, transforming a solely government function and privatizing it in a manner consistent with our free enterprise system – one in which the best ideas, technology, and leadership win

continue demonstrating an ability to safely and adequately operate in a manner consistent with FAA regulations and laws, the government needs to streamline permitting processes so that they aren't repetitive or creating needless delays. Right now, a commercial space company must apply for a permit for each launch, even if every technical aspect is the same as a previously approved launch. That makes no sense. The FAA should be spending its time on

ground. This is going to take investments by the commercial space industry and by the FAA, as well as a commitment to partnering with one another to keep safety at the forefront of everyone's minds.

Modernizing the FAA in this manner shouldn't be difficult, but it should be a bipartisan effort across Congress. Just as commercial space companies have endured and shown the greatness of American ingenuity and vision, the federal government should likewise



EVGENIQW/SHUTTERSTOCK

Crew Dragon spacecraft of the private company SpaceX. Dragon is capable of carrying up to 7 passengers to and from Earth orbit, and beyond. Elements of this image furnished by NASA.

**Since the 1960s, America has been a leading innovator in space technology; first through government leadership, and now through partnerships with American entrepreneurs in commercial space launches. But to continue our legacy of space dominance, we need the FAA to be as nimble as the commercial space industry.**

strictly airplanes; it's an integral part of space travel. The FAA's Office of Commercial Space Transportation licenses, permits, and approves the processes and operations of launch and reentry. Without the FAA, America's cutting-edge commercial space flight industry wouldn't be possible.

From the time Alan Shepard piloted his Mercury spacecraft on a 15-minute, suborbital flight to John Glenn's orbiting of the Earth, to President John F. Kennedy's enduring vision about the boldness of the American spirit and a new frontier of space exploration and innovation that separated us from everyone else in the world, Americans have been fascinated by space travel. Since the 1960s, America has been a leading innovator in space technology; first through government leadership, and now through partnerships with American entrepreneurs in commercial space launches. But to continue our legacy of space dominance,

and inspire others to do the same.

But that vision, sadly, sometimes confronts an unprepared bureaucracy. In fiscal year (FY) 2015, the FAA only licensed and permitted fourteen launch and reentry operations. The nascent industry just didn't require much more. Only nine years later, however, the FAA is up to 104 launch and reentry operations so far in FY24. FAA's predictions for the next few years show tremendous growth, with possible high marks ranging from 172 launch and reentries in FY25 to 338 in FY28. I hope it's even more than we're predicting today.

As commercial space operators

ensuring that new aspects of the launch – any variations to the launch – are carefully considered; not wasting precious time and energy on aspects that are proven safe and effective.

This is especially important given the Government Accountability Office's recent report showing that the FAA needs to work on recruiting specialists in space logistics to work with it on this emerging new industry. While I don't doubt the expertise of those scientists working with the government's private-sector partners, the FAA needs to have more experts on its payroll to ensure the safety of those on board the vehicles and those on the

demonstrate a similar commitment that could last for generations to come.

.....  
*Rep. Rick Crawford, R-Ark., represents the First District of Arkansas. Since coming to Congress in 2011, he has voiced the concerns of his district while bringing solutions to the national table. Crawford is the second most senior Republican on the Transportation and Infrastructure Committee and currently serves as the chairman of the Subcommittee on Highways and Transit. He is also on the Aviation subcommittee and has most recently worked to pass a Federal Aviation Administration (FAA) reauthorization.*



## **We lead, where others merely follow.**

Our story started more than 25 years ago as a small Texas company with 200 miles of natural gas pipelines and 20 employees. Today, our more than 11,000 employees make up one of the largest and most diversified energy infrastructure companies in the U.S. moving natural gas, natural gas liquids, crude oil, and refined products around the world.

Our world relies on oil and natural gas, and hundreds of millions of people rely on us to deliver it, wherever and whenever it is needed.

[energytransfer.com](http://energytransfer.com) | NYSE: ET



# Navigating shoal waters: The Coast Guard's funding challenge



By U.S. Rep. Daniel Webster

**N**early every week, news outlets report on the brave actions of our Coast Guard men and women who have rescued a boater off Florida's coast, found a lost fisherman in the Pacific, or stopped illegal immigrants trying to access our border by sea. As chairman of the House Subcommittee on Coast Guard and Maritime Transportation, I have had the privilege of meeting many dedicated and capable men and women who serve in our nation's Coast Guard. Since 1790, the Coast Guard has safeguarded the American people, promoted national security, and protected the nation from maritime threats. Today, the Coast Guard has dedicated and capable personnel stationed around the world.

From protecting our maritime borders against drug trafficking and mass migrations from the Caribbean to operating our nation's only icebreakers in the Arctic and Antarctic and countering Chinese aggression in the Indo-Pacific, the Coast Guard is expected to project American sovereignty across the globe. However, to continue these missions, the Coast Guard needs the right tools and resources. It needs Offshore Patrol Cutters to operate at the border in the Caribbean and the Indo-Pacific, and Polar Security Cutters to continue its Arctic and Antarctic missions. My committee has long been ringing the bell to warn the Coast Guard that it is approaching a fiscal cliff. We have now arrived.

Even as we acknowledge the vital importance of the Coast Guard in protecting our nation, the service faces an existential crisis as it's constantly asked to do more with less. Hampered by years of underinvestment, the Coast Guard is left with crumbling shoreside infrastructure, cutters that are operating well



**Even as we acknowledge the vital importance of the Coast Guard in protecting our nation, the service faces an existential crisis as it's constantly asked to do more with less. Hampered by years of underinvestment, the Coast Guard is left with crumbling shoreside infrastructure, cutters that are operating well beyond their intended service life, and an aviation fleet that requires modernization.**

beyond their intended service life, and an aviation fleet that requires modernization. Unfortunately, the president's yearly budget requests consistently fall short of the resources needed. Instead of getting more, the Coast Guard is getting less. These concerns are exacerbated by recruiting challenges and insufficient funding, which jeopardize the service's ability to meet its mission requirements. To use a nautical turn of phrase, the Coast Guard is in shoal water.

In fiscal year 2026, the Coast Guard is scheduled to double its acquisition of Offshore Patrol Cutters, consuming nearly two-thirds of its historical annual procurement budget. It will also need additional funding for Polar Security Cutters. Adding to the height of the cliff, other critical investments like shoreside infrastructure, air modernization, and information technology upgrades are also needed. The math simply does not add up. Without a significant increase in resources, the Coast Guard will have no choice but to pare back its vital missions. In contrast to meager

appropriations and budget requests, the bipartisan Coast Guard Authorization Act of 2024 authorizes levels to provide the bare minimum needed to keep the service from losing even more ground. The House did its work

and sent that bill to the Senate in May. I urge the Senate to come to the table and move this important legislation before the end of this fiscal year.

The way ahead will not be easy, but it is crucial to the safety and security of those who operate on the sea or rely on those who do. I was encouraged that during recent subcommittee testimony, the Commandant of the Coast Guard made clear that she recognizes the challenges facing the service and that it will require significant investments if it is to keep on its present course. I will continue to work with the Coast Guard and my colleagues to right the ship and ensure that the Coast Guard remains always ready. Our national security depends on it.

*Rep. Daniel Webster, R-Fla., represents the state's 11th congressional district. He is a member of the House Transportation and Infrastructure Committee where he also serves as chairman of the Subcommittee on Coast Guard and Maritime Transportation.*



# Your News. Your Way.

Get your preferred news delivered to your inbox weekly with our free newsletters.

## **Threat Status**

The world is a pretty scary place. We'll help you navigate the hazards at home – and over the horizon.

## **Morning Briefing**

Start the day with must-read news delivered straight to your inbox.

## **Evening Briefing**

In-depth reporting of the day's hard-hitting news you missed.

## **News Alerts**

Timely coverage of the hot-button issues affecting politics and popular culture.

## **On Background**

Get the scoop on all the political news impacting you and the world from our team with over 50 years of experience.

## **Best of Charles Hurt**

Conservative, irreverent commentary from The Washington Times opinion editor and frequent Fox News contributor Charles Hurt.

## **History As It Happens**

The History As It Happens podcast, hosted by award-winning broadcaster Martin Di Caro, features interviews with today's top scholars and thinkers.

[washingtontimes.com/newsletter-signup/](https://www.washingtontimes.com/newsletter-signup/)



# Prosperity and security flow through U.S. ports



By U.S. Rep. Mary Sattler Peltola

**M**y home state of Alaska is roughly three times the size of Texas at low tide, and we have the longest coastline in the entire country. I can't overstate just how important our ports are – they move people as much as they move goods. They support our military

operations, our international trade routes, and, in Alaska, our Arctic security.

During the COVID-19 pandemic, we saw just how fragile our supply chains are, especially in rural areas like Alaska. If we don't update our ports, we'll face these issues in the future, again and again. Modern, efficient ports signify a

robust economy. By contrast, outdated and congested ports highlight vulnerabilities with far-reaching consequences.

The condition of our ports is an ongoing and pressing concern, and that's why I introduced the *Permitting Optimization for Responsible Transportation (PORT) Act*. My legislation would simplify permit approval for port projects, cutting red tape and accelerating

infrastructure development. When our ports are inefficient, the repercussions ripple across the nation, directly impacting our daily lives. Over 95% of U.S. cargo arrives by ship, so problems in these crucial gateways lead to delays, increased costs, and ultimately a weakened economy.

**When our ports are inefficient, the repercussions ripple across the nation, directly impacting our daily lives. Over 95% of U.S. cargo arrives by ship, so problems in these crucial gateways lead to delays, increased costs, and ultimately a weakened economy.**

Remember when the price of eggs ballooned in the Lower 48? Or when everyday goods became scarce due to import delays? These problems were compounded in Alaska, where we already work harder to access what we need for everyday life. Now, the Lower 48 has tasted the consequences of inefficient ports firsthand.

Even already-secured funding can

be hard to get to our ports. Just this year, my team had to step in to help save funding for Anchorage's Don Young Port of Alaska that was at risk due to bureaucratic red tape and permitting issues. This important port – named after my predecessor – was at risk of being forfeited.

Now, recent global supply chain disruptions continue to highlight the critical role our ports play. They are the linchpin of our trade system. The Red Sea shipping crisis has echoed the COVID-19 pandemic, increasing production costs and hurting economies. It reminds us of the importance of maintaining secure and open maritime routes, especially amid rising global tensions.

In short, we need to pass my PORT Act. By making this bill law, we'd be investing in long-overdue port permitting reform and modernization. With my bill, we can strengthen our economy, improve trade, and stay competitive globally.

.....  
Rep. Mary Sattler Peltola, D-Alaska, represents Alaska's lone congressional district in the U.S. House of Representatives.





## Call ‘red light’ on federally funded revenue traps



By U.S. Rep. Scott Perry

**T**he federal government is incredibly skilled at one thing – finding new and abhorrent ways to waste your hard-earned tax dollars. Here’s one way you might not be aware of: federally funding automatic traffic enforcement systems like red light and speed cameras in Washington, D.C. and across our nation.

These photo enforcement programs are revenue positive, so while American taxpayers foot the bill for the installation and management of these systems, D.C. and other localities use the fines incurred by drivers to subsidize the mismanagement of resources



**Traffic regulations and enforcement must be based on genuine safety considerations, not bankrolling budgetary excesses while sticking the American taxpayer with the tab.**

elsewhere. The suppliers behind these systems typically install the cameras in exchange for a share of the profits, and D.C. and other localities use the remainder of the profits to address

budget shortfalls, thus forcing Americans to pay for a revenue-generating program that benefits the budgets of wasteful localities.

But don’t these systems make our

roads safer? Not necessarily. Photo enforcement programs enable reckless drivers to stay on the road after breaking traffic laws in school zones and neighborhoods, as long as they pay a fine. What incentive is there for localities to reduce or deter traffic violations when the perpetuation of those violations covers budget deficits? I support holding dangerous drivers accountable, but the federal government’s funding of automatic traffic enforcement systems doesn’t guarantee or increase public safety; rather, it’s a revenue trap for localities.

I introduced legislation to ban the Department of Transportation from using taxpayer funds to promote automated traffic enforcement programs. I’ve also introduced appropriations amendments to prohibit federal funds from being used for automated traffic enforcement in D.C. and at the Department of Transportation.

Traffic regulations and enforcement must be based on genuine safety considerations, not bankrolling budgetary excesses while sticking the American taxpayer with the tab.

It’s time to end federally funded red light and speed cameras.

*Rep. Scott Perry, R-Penn., serves on the U.S. House Committees on Transportation & Infrastructure, where he also is Chairman of the Subcommittee on Economic Development, Public Buildings, and Emergency Management.*

**read. listen. share.**

**subscribe.**



**America's Newspaper**

**The Washington Times**

**washingtontimes.com**

Shape the conversation on Capitol Hill and across the country on key issues we are facing in America.

2024

**UPCOMING  
ADVERTISING  
SUPPLEMENTS**

August  
**Education**

September  
**Clean Energy  
Care for Our Seniors**

November  
**Healthcare**

Featuring exclusive thought leadership from the highest level.  
Lead the policy conversation on Capitol Hill alongside policymakers.

**The Washington Times**

For more information contact: Tony Hill 202-636-3027  
Adam VerCammen 202-636-3062  
Chris Doyle 202-636-4732



UNITED STATES  
SENATE FEDERAL  
CREDIT UNION™

# AUTO LOAN JACKPOT \$2,500\*

June 1 – August 31, 2024

Secure your new or  
used auto loan and  
you could be the  
**LUCKY WINNER**  
of \$2,500!\*

RATES AS LOW AS  
**4.74%** APR\*\*

NO PAYMENTS UP TO  
**90-DAYS**\*\*\*

Apply Today Using Promo Code "**Auto2500**"  
**USSFCU.ORG/AUTO**

One \$2,500 winner will be selected on September 10, 2024.

\*Restrictions apply. Any USSFCU members 18 years or older who apply, are approved, and funded for a new or used USSFCU Auto Loan of \$10,000 or more between June 1, 2024, and August 31, 2024, will automatically be entered to win \$2,500 if all promotional criteria are met. Only one entry per qualified auto loan. One winner will be selected at random on September 10, 2024, to receive the \$2,500, which will be electronically deposited into the winners USSFCU primary share account. The winner will be notified by telephone and email two to three business days after drawing. If USSFCU contacting party does not receive a response from the selected winner within 5 business days after the initial attempt to contact, the prize will be forfeited, and a new winner will be selected. Members who do not wish to participate should email communications@ussfcu.org by August 31, 2024. This offer cannot be combined with any other. Auto loans that meet the eligibility criteria must remain active and in good standing for 30 days after the promotional period ends. USSFCU reserves the right to revoke the prize at any time if the winner defaults or does not remain in good standing on their qualifying loan. This prize does not extend if the winner chooses to refinance their qualifying loan prior to original settlement details. Void where prohibited. USSFCU employees, Board Members and their immediate family members are not eligible for this offer. Only individual persons may participate. All federal, state, and local tax liabilities are the sole responsibility of the winner. No transfer or substitution of the prize by USSFCU. USSFCU reserves the right to modify, update or discontinue this promotion at any time and without advanced notice. No purchase required. To view the complete contest rules, restrictions, and for the Alternative Method of Entry visit us at [ussfcu.org/auto](http://ussfcu.org/auto) or call 800.374.2758. \*\*APR = Annual Percentage Rate. Rates effective 1/1/2024 and subject to change without notice. All loans subject to credit approval. Not all applicants will qualify for the lowest rate. No private party sales are eligible. Maximum term for stated "as low as" rate is 36 months. "As low as" rate factors in the maximum rate discount possible. Members who participate in auto pay and online/mobile banking may be eligible to receive a maximum interest rate discount of up to 0.50%. Conditions apply. Visit [ussfcu.org/discount](http://ussfcu.org/discount) or call 800.374.2758 for more information. An 84-month term new or used USSFCU auto loan with an original balance of \$10,000 and a 5.99% APR would have an estimated monthly payment of \$146.04. Rates and/or credit limits are based on creditworthiness, income, and debts. View all rates at [ussfcu.org/rates](http://ussfcu.org/rates). \*\*\* Up to 90 days no payment requires a minimum FICO score of 670. Interest charges will still accrue at the approved interest rate during this 90-day period. Loan must close by August 31, 2024. Other restrictions may apply. Visit [ussfcu.org/auto](http://ussfcu.org/auto) or call 800.374.2758 for more details. Membership eligibility required. Federally Insured by NCUA.