



VIEWS & VISIONS

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Rebuilding America's Infrastructure

The Honorable Tim Murphy, Congressman, 18th District, Pennsylvania
United States House of Representatives

A clinical psychologist with three decades of experience, Congressman Tim Murphy, Ph.D. (PA-18) began serving his fifth term in Congress in January 2011, representing the 18th District of Pennsylvania, which encompasses the South Hills of Pittsburgh and portions of Washington and Westmoreland Counties.

As a member of the House Energy and Commerce Committee, Congressman Murphy serves as vice-chair of the Subcommittee on Environment and Economy and sits on the Health and Oversight & Investigations subcommittees. Since coming to Congress, he founded the Congressional Natural Gas Caucus, the Congressional Republican Doctors Caucus, and has been appointed chair of the Congressional Steel Caucus. In June 2011, Congressman Murphy also was appointed to the Speaker's Select Task Force on Cybersecurity.

Before coming to Congress, Congressman Murphy served in the Pennsylvania State Senate from 1997 to 2002. He also serves as a Lieutenant Commander in the U.S. Navy Reserve Medical Service Corps, working with wounded warriors with traumatic brain injury and post-traumatic stress disorder.

If you've traveled through Pennsylvania recently, you might be surprised to learn that one out of every four bridges you drive over in the Keystone State is structurally deficient. Without repair, older bridges cannot accommodate more vehicles or large tractor-trailers, leading to detours and major inconveniences for commuters and local employers. But rebuilding Pennsylvania's infrastructure isn't just about convenience. Failure to take urgent action to improve the poor condition of our state's roads and bridges would be unsafe and irresponsible.

Pennsylvania isn't the only state facing these roadblocks. Nationwide, the American Society of Civil Engineers estimates that roads, bridges, highways, interchanges and tunnels require \$2.2 trillion in maintenance to bring them to a state of good repair. Without action, the troubles we face will only worsen over the coming years. Higher fuel economy rules will have a major impact on the Highway Trust Fund, which relies on gasoline and diesel taxes to pay for transit projects. The less gas people use, the smaller the return to the Trust Fund. This year, the Fund will spend \$34 billion for projects nationwide. That's not enough money

to meet the outstanding needs of Allegheny County. The Congressional Budget Office estimates a \$147 billion gap over the next decade between the Trust Fund's revenue and the cost of needed road and transit projects.

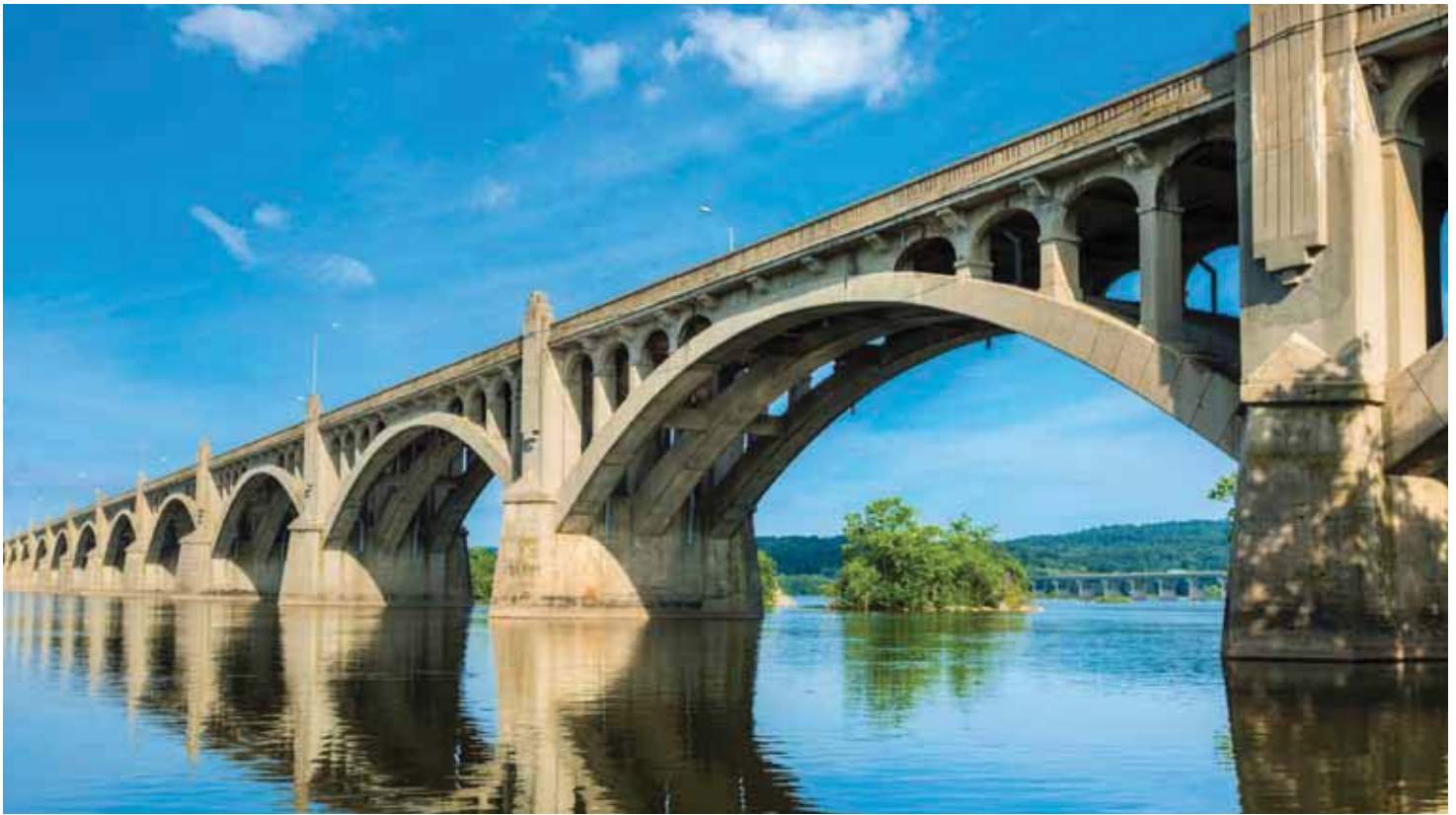
We all agree that our roads need urgent repair, but a major hurdle remains: how will a country with huge obligations for retirement programs, persistently high unemployment and record deficits pay for these projects?

In fact, a bipartisan solution exists to rebuild our crumbling infrastructure and lower energy prices without raising taxes. The Infrastructure Jobs and Energy Independence Act (H.R. 1861), which I authored, would fund critical construction projects by safely expanding offshore energy exploration to generate between \$2.2 and \$3.7 trillion in new federal revenues and \$8 trillion in economic output. By dedicating new leasing funds and royalty payments to transportation-related construction projects, we can fund repair of our nation's aging bridges, highways, sewer and water lines without raising taxes or adding to our debt or deficit.

This bill is estimated to create more than 1.2 million new jobs annually in energy production, and thousands of new jobs in highway construction. The Federal Highway Administration estimates that for every \$1.25 billion investment in infrastructure, nearly 35,000 additional jobs are supported in the construction, materials, engineering and service industries.

On top of investing in America's infrastructure, my bill also is an all-of-the-above energy independence plan. Thousands of new





jobs would be created in oil and gas production and building the energy infrastructure needed to meet growing domestic demand for power. The bill charts a course for developing new clean-coal and nuclear power plants – work that would start right here in southwestern Pennsylvania.

During these times of economic uncertainty, legislation that creates jobs, lowers energy prices and repairs our roads and bridges without raising taxes or going into debt by borrowing money is a “win-win.” Passage of my bill will put America back on the path to energy independence, give us a 21st century infrastructure, and get our economy moving again. ♾

