



Highway Robbery

- The **Highway Trust Fund** was created to build and strengthen America's highways.
- Highway Bills are considered "must-pass." Congress has added dozens of programs to the trust fund unrelated to highways, **diverting 30% of current trust fund spending** to other uses. "Highway" programs often fund local boondoggles.

Mass Transit Problems

- The largest diversion is the **Mass Transit Account**, which receives **15-20%** of highway trust fund resources despite transit only facilitating **3.7% of commuting trips**.
- **Transit ridership peaked in 1946** and has declined by two-thirds despite the introduction of federal subsidies.
- **Transit labor costs** have swollen, including more than **\$200,000 per employee in San Francisco**.

Overspending Encourages Tax Hikes

- The 2021 infrastructure package created "**Green New Deal**" programs that divert **\$3 billion per year**.
- States have "**flexed**" billions from the **Highway Account** to mass transit but often cannot use Transit Account funds on highways.
- Interest groups are increasingly pushing a **Vehicle Miles Traveled Tax** to support elevated trust fund spending.
- The only way to **avoid tax hikes** is for Congress to **refocus the Highway Trust Fund** on interstate highways and give states more **flexibility** on spending and regulations.