THE PUBLIC POLICY INSTITUTE OF CALIFORNIA

and

THE CALIFORNIA INSTITUTE FOR FEDERAL POLICY RESEARCH

invite you to attend a

Luncheon Briefing Regarding "Goods Movement" Statistics Relevant to Federal TEA-21 Highway Programs

Tuesday, April 29, 2003
12:00 p.m. to 1:00 p.m.
B-339 Rayburn House Office Building

In the near future, this Congress will reauthorize the Transportation Equity Act for the 21st Century (TEA-21), which funds highways, roads and transit. While surplus transit funds help balance the ledger, California's $2.7 billion allotment in FY 2002 represented less than 9 percent of the nation's FHWA total and made California a net donor state with respect to highway funding.

California's geographic location provides it with important portals through which imports and exports flow, placing increased burdens on the state's infrastructure. In 2000, almost $440 billion in internationally traded goods flowed through California. More than $49 billion in exports passed through California on their way from some other mainland states to their ultimate destination. In addition, as much as $248 billion worth of imports may have entered the United States through California for ultimate use in some other state. Once California's shipments through other states are accounted for, $177 billion worth of goods, weighing 32 billion kilograms, are transshipped through California by other states in excess of what California ships through other states.

Federal highway formulas, however, do not compensate California and other states impacted by "goods movement" for the impact of these transshipments on their roads. Join us for a luncheon briefing providing detailed figures and to discuss their implications for safety, congestion and other burdens on infrastructure. The featured speaker with be Jon Haveman, a Research Fellow at the Public Policy Institute of California.

If you plan to attend, please reply (acceptances only, thank you) to ransdell@calinst.org , fax to 202-546-2390, or call 202-546-3700.