

Congressman DeFazio is a senior member of the House Transportation and Infrastructure Committee where he serves as the Ranking Member of the Highways and Transit Subcommittee, and also serves on the Aviation and Railroad Subcommittees

Over the years, DeFazio has established a reputation as a leader on transportation issues. He believes United States must invest in a robust, multimodal transportation system if we are to remain in league with our competitor nations around the world. Yet we are seriously lagging behind. The American Society of Civil Engineers (ASCE) reports approximately one-third of America's roads are in "poor or mediocre condition," and over 150,000 of our bridges are structurally deficient or functionally obsolete. Across the country, trucks are rerouted due to weight restriction on bridges, and Americans waste time and money on high-priced gasoline idling in traffic.

□□□□ Our national investment in infrastructure is dwarfed by competitor nations. The Urban Land Institute reports China currently spends 9% of its GDP on infrastructure including transportation; India spends 5% (and growing). Yet the United States spends only 0.93% of our GDP on like investments. Even countries making austerity cuts, like the U.K., have maintained investments in their transportation and infrastructure systems because they know these investments produce economic gains.

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Major Accomplishments

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Public Law 109-59)

In 2005, DeFazio served as the ranking Democrat on the Highways Subcommittee where he helped negotiate a five-year federal highway and transit spending bill called SAFETEA-LU. Under the bill DeFazio secured a total of \$2.7 billion for Oregon's roads, bridges, highways and transit systems.

Of those funds, DeFazio was able to boost the amount of highway formula funds Oregon received by \$510 million over the previous bill for a total of \$2.21 billion. He also secured \$297.2 million in transit formula funding, and another \$200 million to repair Oregon's bridges – \$160 million of which was used for the reconstruction of crumbling bridges along I-5, and another \$40 million was used for reconstruction of bridges across Oregon.

Restoration of the Coos Bay Rail Line

The Coos Bay Rail Line was embargoed by the Central Oregon and Pacific Railroad (CORP), a subsidiary of Fortress/RailAmerica, in September 2007. The embargo resulted in the loss of hundreds of jobs and negatively impacted businesses in Southwest Oregon. Once CORP embargoed the Coos Bay Rail Line, DeFazio worked tirelessly with the Port of Coos Bay, and state, and local shippers to get the line reopened.

In 2008, DeFazio testified before the Federal Surface Transportation Board and requested they approve the Port's application to force the sale of the line to the Port from CORP. In March 2009, DeFazio secured \$8 million in federal funds to help the Port buy the rail line.

Later, DeFazio requested the U.S. Department of Transportation (DOT) award \$13.5 million in competitive grant funds to finish repairs on the Coos Bay Rail Line. The DOT fast-tracked the response and obligated the funding to the Port.

In 2011, DeFazio secured another \$2.5 million in federal funds for the rehabilitate and repair the Coos Bay Rail Line. These funds will help the Port of Coos Bay purchase additional railroad ties so trains operating on the line can run at faster speeds.

Funding To Dredge South Coast Ports

DeFazio has been a leader on coastal and maritime issues. One of his proudest accomplishments in Congress has been his ability to secure needed funds so small coastal ports on the West Coast are properly dredged. DeFazio has successfully restored dredging funding slashed by both Republican and Democratic presidents.

Most recently, DeFazio secured \$8,742,000 in dredging funds for Southwest Oregon ports in 2010 Energy and Water Appropriations Act. He has also successfully fought to ensure federal hopper dredge fleet, the Yaquina and the Essayons, are maintained for operation on the West Coast without restrictions.

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Highways & Transit

Surface Transportation Reauthorization □

Congress is now working on a new highway bill. As ranking member, DeFazio will be a key architect of the multi-year authorization bill that primarily funds highways and transit, and will work to bring needed infrastructure spending to Oregon to help create jobs and improve our long-term economic viability.

DeFazio believes we must pass bill that is funded at levels to maintain and improve our nation's

infrastructure. Investments in transportation do more than create efficient transportation networks – it also gives a real boost to our economy. For every \$1 billion we invest in federal transportation, we create or sustain over 34,000 jobs and \$6.2 billion in economic activity. DeFazio believes investing in our transportation system creates jobs in Oregon and across the nation that cannot be exported to China or anywhere else.

In the previous highway bill, 2005's SAFETEA-LU, DeFazio secured \$2.7 billion for Oregon's roads, bridges, highways and transit systems.

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Aviation

DeFazio has developed a reputation as an articulate and persistent advocate for the interests of the flying public during his tenure in Congress. Most notably, DeFazio worked on the Aviation and Transportation Security Act passed by Congress and signed into law in November 2001, after the terrorist attacks. The legislation improved the security of our nation's airports and airways by federalizing airport screeners, increasing the number of Federal Air Marshals, and improving bag screening at airports, among other things. He also authored an amendment which was incorporated into the bill, to allow all commercial airline pilots the option to be certified and armed.

Congress is currently considering a new FAA Reauthorization bill. As a senior member on aviation, DeFazio intends to advocate in support of maintaining and improving air service to small and medium sized communities. He will also advocate for passenger rights including the creation of an 1-800 number for aviation complaints, public notification for those who fly into countries that still use disinsection, banning cell phone voice communications during flight, and evaluation of denied boarding compensation among other issues.

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Rail

DeFazio is well-regarded as an advocate for freight and passenger rail systems. Over the years, he has supported increased funding and investments in passenger rail services. He was instrumental in securing a special high speed rail corridor designation for the Northwest in the Intermodal Surface Transportation Efficiency Act, enacted in 1991. He has also consistently supported increased funding for Amtrak and believes it will never live up to its full potential if it's consistently underfunded.

In Oregon, DeFazio helped secure almost \$12 million to renovate the Albany Train Station, and \$3 million for renovation of the Eugene Train Station. He has also helped the State of Oregon get needed funds for additional Talgo train sets enhancing passenger rail service.

DeFazio has also fought to preserve our nation's freight rail capacity. His effort to save the Coos Bay Rail Line from abandonment by a hedge fund garnered national attention. He helped secure a \$13.5 million Department of Transportation grant and redesignated an \$8 million appropriation to help the Port of Coos Bay preserve this rail line. He has also been an advocate for short haul rail and created a pilot program to help develop intermodal projects.

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Dredging

Oregon's coastal channels are heavily used by recreational boaters and commercial fisherman, and are mainstays for communities struggling to maintain their fisheries. Preserving the maintenance of way for these ports, and maintaining port infrastructure, is vital for the economy of the region and the safety of boating public.

Without regular removal of sand and silt through dredging, the shallow channels which make up the entrances to ports swiftly deteriorate and become dangerous, even impossible, to navigate. Impassable channels leave coastal communities without the commercial shipping, fishing, recreational boating, and even Coast Guard operations that their economic livelihoods depend upon.

Most recently, Most recently, DeFazio secured \$8,742,000 in dredging funds for Southwest Oregon ports in 2010 Energy and Water Appropriations Act. In 2009, DeFazio also secured \$340,900 for the Port of Coos Bay to replace an outdated and unsafe ice machine on the Charleston ice dock.

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Must Reads

[Long Term Funding Needs to Hit the Road, Jack](#) *Politico* by Janet Kavinoky U.S. Chamber of Commerce May 13, 2012

[Too Little is Spent on Transportation](#) *Politico* by Peter DeFazio May 13, 2012

[The GOP Road To Nowhere](#) *Register Guard Editorial Board* February 7, 2012

[Avoiding More Brinkmanship](#) *Oregonian Editorial Board* August 25, 2011

[Man With A Plan](#) by Daniel Simmons-Richie *Coos Bay World* August 18, 2011

[It's Nut's. They're Nuts](#) *Oregonian Editorial Board* August 15, 2011

[OP-ED: Rebuilding- Not Tax Cuts](#) - Creates Jobs *Register Guard* (June 24, 2011) by Peter DeFazio

[DeFazio Makes Transportation A Priority](#) by Peter Wong *Salem Statesman Journal* February 3, 2011

[Failure To Act: The Economic Impact Of Current Investment Trends In Surface Transportation Infrastructure](#) *American Society of Civil Engineers*

[Sustainable Aviation Fuels Northwest: Powering the Next Generation of Flight](#)

[Infrastructure 2011: A Strategic Priority](#) *Urban Land Institute*

Report of the National Surface Transportation Policy and Review Study Commission: [Transportation for Tomorrow, December 2007](#)

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Press Releases

Transportation Legislation

- 09.24.09 [Congressman DeFazio's Floor Remarks on the SAFETEA-LU Extension](#)
- 09.05.08 [DeFazio, Oberstar Call on Senate to Act Quickly on Trust Fund Restoration Bill](#)
- 02.13.08 [DeFazio Challenges Peters About Infrastructure Funding Options](#)
- 02.04.08 [DeFazio Comments on Transportation Funding in Bush's FY2009 Budget](#)
- 11.15.07 [DeFazio Supports Critical Transportation Funding](#)

District Transportation News

- 04.15.11 [DEFAZIO SECURES ADDITIONAL FUNDS FOR COOS BAY RAIL LINE](#)
- 03.07.11 [DEFAZIO EXPEDITES FUNDS TO FINISH COOS BAY RAIL LINE](#)

REHABILITATION

- 10.18.10 [DEFAZIO VISITS COOS BAY TO ANNOUNCE \\$13.5 MILLION GRANT TO FULLY REPAIR COOS BAY RAIL LINE, CREATE JOBS](#)
- 10.14.10 [DEFAZIO TO ANNOUNCE \\$13.5 MILLION GRANT TO FULLY REPAIR COOS BAY RAIL LINE, CREATE JOBS](#)

VENETA

- 09.29.10 [DEFAZIO ANNOUNCES STUDY OF HIGHWAY 126W FROM EUGENE TO VENETA](#)
- 04.21.10 [DEFAZIO SECURES \\$300,000 FOR HIGHWAY SAFETY IMPROVEMENTS IN CAVE JUNCTION](#)

DREDGING

- 07.15.09 [DeFazio Secures Funding for Corvallis Buses](#)
- 06.26.09 [DeFazio Secures Funding for Dredging and Maintenance](#)
- 06.26.09 [DeFazio Plan Fully Funds the Surface Transportation Authorization](#)
- 03.12.09 [DeFazio Secures Funding for Coos Bay Rail Line](#)
- 03.12.09 [DeFazio Applauds Passage of Funding for Wastewater Projects](#)

- 07.29.08 [DeFazio Secures Surface Transportation Board Hearing in Oregon on the Abandonment of Corp Rail Line](#)
- 07.21.08 [DeFazio Secures Funding to Reopen Corp Rail Line](#)
- 03.04.08 [DeFazio Questions RailAmerica CEO About Corp Closure at Congressional Hearing](#)
- 11.15.07 [Defazio Releases Inspection Report on Embargoed Rail Line](#)
- 11.15.07 [DeFazio Secures Funding for Pioneer Parkway, EMX Corridor](#)
- 11.15.07 [DeFazio Helps Secure Funding for Gold Beach Dock](#)
- 10.02.07 [Federal Railroad Administrator Tells DeFazio Agency Will Inspect Embargoed Rail Line](#)
- 09.25.07 [DeFazio Asks Federal Railroad Administration to Inspect Tunnels of Embargoed Rail Line](#)
- 07.12.07 [DeFazio Secures Funding for Gold Beach Dock Renovation](#)
- 07.12.07 [DeFazio Secures Funding for Pioneer Parkway, EMX Corridor](#)
- 05.18.07 [DeFazio Announces LTD To Receive \\$14.8 Million For Pioneer Parkway EmX Project](#)
- 06.08.06 [DeFazio Secures Funding for Pioneer Parkway, West Eugene Wetlands Education Center](#)
- 04.25.06 [Four Oregon Universities To Receive Grant For Transportation Research](#)

Cross Border Trucking

- 03.10.11 [DEFAZIO QUESTIONS SO-CALLED MEXICAN TRUCK "PILOT" PROGRAM](#)
- 03.03.11 [DEFAZIO CAUTIONS ADMINISTRATION ON CROSS-BORDER PROGRAM](#)
- 04.13.10 [DEFAZIO LEADS BIPARTISAN LETTER URGING REPEAL OF MEXICAN TRUCK PROGRAM AND ADDRESSES RETALITORY TARIFFS](#)
- 03.12.09 [DeFazio Applauds The Termination of the Mexican Trucking Program](#)
- 07.30.08 [DeFazio, Oberstar Call For Termination of Mexican Trucking Pilot Program](#)
- 03.12.08 [DeFazio Calls on Transportation Secretary to Halt Mexican Truck Pilot Program](#)
- 07.24.07 [House Approves DeFazio Amendment to Block Mexican Truck Program](#)
- 03.29.07 [Oberstar, DeFazio Cosponsor Boyda Bill to Restrict Cross-Border Truck Program](#)
- 03.13.07 [DeFazio Examines Cross-Border Trucking in Hearing Today](#)

□ Aviation

- 05.25.11 [DEFAZIO PUSHES FOR BAGGAGE SCREENING TECHNOLOGY FOR NORTH BEND AIRPORT](#)

- 07.31.08 [DeFazio Legislation to Ban the Use of Cell Phones on Commercial Airplanes Advances to Full House](#)
 - 04.03.08 DeFazio Questions FAA Officials on Airline Safety Lapses
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- 09.20.07 [DeFazio Votes to Relieve Air Traffic Congestion, Improve Air Safety and Efficiency](#)

Other Transportation News

- 06.15.09 [DeFazio Defends American Consumers Against Oil Speculators](#)
- 05.21.08 [GAO Cites Problems with DOT Drug Tests: DeFazio, Oberstar Call for More Oversight, National Registry](#)
- 04.24.08 [DeFazio Testifies Before the Surface Transportation Board](#)
- 11.01.07 [DeFazio Shocked by Failures of Drug Testing Procedures for Commercial Truck Drivers](#)
- 03.06.07 [DeFazio to Hold Hearing on Motorcoach Safety](#)
- 02.13.07 [DeFazio Examines Public-Private Partnerships in Highways Hearing](#)
- 01.17.07 [DeFazio Named New Head of Highways and Transit Subcommittee](#)
- 03.14.06 [DeFazio Cosponsors Bi-Partisan Port Security Legislation Expects Quick Action](#)

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