



U.S. House of Representatives
Committee on Transportation and Infrastructure

James L. Oberstar
Chairman

Washington, DC 20515

John L. Mica
Ranking Republican Member

August 6, 2009

David Heymsfeld, Chief of Staff
Ward W. McCarragher, Chief Counsel

James W. Coon II, Republican Chief of Staff

The Honorable Charlie Crist
Governor
Office of the Governor
The Capitol
400 South Monroe Street
Tallahassee, FL 32399-0001

Dear Governor Crist:

The Committee on Transportation and Infrastructure is committed to ensuring that funds provided pursuant to the American Recovery and Reinvestment Act of 2009 (P.L. 111-5) (Recovery Act) are invested quickly, efficiently, and in harmony with the job-creating purposes of the Act. Throughout development of the Recovery Act, I emphasized the importance of transparency and accountability and ensured that the transportation and infrastructure provisions are subject to the most rigorous transparency and accountability requirements of the Act.¹

Just 13 days after the Recovery Act was signed into law, the Federal Highway Administration (FHWA) provided Federal-aid highway formula funding allocations to each of the States. With this allocation, States were authorized to proceed to bidding and construction of approved projects. On that same day, March 2, 2009, the State of Maryland received approval for a highway project, awarded the contract, and issued the notice to proceed. Work began on the resurfacing project later that week.

Over the past five months, almost all States have moved forward aggressively to use the highway funds provided under the Recovery Act to create and sustain family-wage jobs, contribute to our nation's long-term economic growth, and help the United States recover from the worst recession since the Great Depression.

Regrettably, Florida is not among these States. Based on the State progress reports submitted to the Committee in July 2009, Florida is falling far behind other States in putting to work its Recovery Act highway formula funds. According to submissions received from

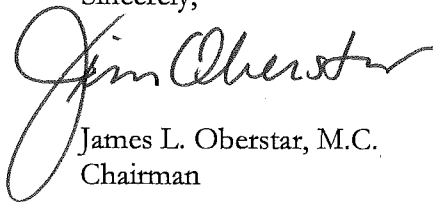
¹ See P.L. 111-5, § 1201. In addition to the statutory reporting requirements of the Recovery Act, the Committee has requested and received transparency and accountability information on implementation of the transportation and infrastructure provisions of the Recovery Act from Federal agencies, States, metropolitan planning organizations, and public transit agencies. Those recipients have reported regularly to the Committee. The Committee has also held four oversight hearings on implementation of the Recovery Act.

all States and the District of Columbia, your State ranks last among all States (51 out of 51)² based on an analysis of the percentage of Recovery Act highway formula funds put out to bid, under contract, and underway.³ As of June 30, Florida had begun construction of projects totaling only two percent of the State's funding.

I strongly urge you to refocus your efforts to implement the Recovery Act and use the available funds to create and sustain family-wage jobs. These jobs are critical to Florida's and the nation's long-term economic growth.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jim Oberstar".

James L. Oberstar, M.C.
Chairman

² These rankings include the 50 States and the District of Columbia. The rankings do not include the Territories.

³ According to the State's submission, as of June 30, 2009, 12.7 percent of Florida's Recovery Act highway formula funds are out to bid, 11.9 percent of funds are under contract, and 2.2 percent of funds are underway. Nationally, 48.8 percent of Recovery Act highway formula funds are out to bid, 32.1 percent of funds are under contract, and 22.9 percent of funds are underway.