

**ALEC EXPOSED**

"ALEC" has long been a secretive collaboration between Big Business and "conservative" politicians. Behind closed doors, they ghostwrite "model" bills to be introduced in state capitols across the country. This agenda-underwritten by global corporations-- includes major tax loopholes for big industries and the super rich, proposals to offshore U.S. jobs and gut minimum wage, and efforts to weaken public health, safety, and environmental protections. Although many of these bills have become law, until now, their origin has been largely unknown. With **ALEC EXPOSED**, the Center for Media and Democracy hopes more Americans will study the bills to understand the depth and breadth of how big corporations are changing the legal rules and undermining democracy across the nation.

**DID YOU KNOW?** Corporations VOTED to adopt this. Through ALEC, global companies work as "equals" in "unison" with politicians to write laws to govern your life. Big Business has "a VOICE and a VOTE," according to newly exposed documents. **DO YOU?**

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**RESOLUTION OPPOSING THE TRANSPORTATION EQUITY FOR ALL AMERICANS ACT AND THE TRANSPORTATION ACT FOR ALL AMERICANS**

Did you know that global corporation Kraft Foods was the corporate co-chair in 2011?

**Summary**

A Resolution outlining the American Legislative Exchange Council's opposition to The Transportation Equity for All Americans Act (S. 884) and to the Transportation Access for All Americans Act (S. 885). S. 884 would penalize individual states from pursuing public-private partnerships by reducing highway apportionments for those States using public-private partnership concessions; S. 885 would change the tax treatment of brownfield public-private partnership concessions providing a disincentive, in the form of lower values, to states to pursue this form of public-private partnership. Given the significant infrastructure funding gap this nation has, it is surprising that some are advocating disincentives for private infrastructure investment; states should have the flexibility to determine, for itself, the appropriate model of infrastructure investment.

**Model Resolution**

{Title, enacting clause, etc.}

**WHEREAS** historically the state legislatures have demonstrated a better working knowledge than the federal government has of each individual state's transportation needs and abilities; and

**WHEREAS** the proposed legislation creates an unprecedented penalty for one model of infrastructure delivery; and

**WHEREAS** the legislation could effectively remove from the table one model for funding surface transportation infrastructure by making it politically unpalatable; and

**WHEREAS** the legislation federalizes rules concerning the disposition of state assets; and

**WHEREAS** the legislation is inconsistent in its application and would likely distort the market in favor of certain delivery models; and

**WHEREAS** public-private partnerships produce private investment in facilities that would otherwise be fully taxpayer funded, thereby offsetting any perceived tax loss; and

**WHEREAS** tax savings on a concession flow through to the owner of the asset, thereby offsetting the need for states to raise revenue and any change of this law would result in net flows away from states and to the federal government; and

**NOW, THEREFORE, BE IT RESOLVED** that individual states shall be responsible for determining how to fund investments in transportation infrastructure; and

**BE IT FURTHER RESOLVED**, that individual states should not be penalized for pursuing public-private partnerships; and

**BE IT FURTHER RESOLVED**, that the American Legislative Exchange Council hereby opposes S. 884 and S. 885; and

**BE IT FURTHER RESOLVED**, that the clerk of the (House of Representatives or Senate) transmits copies of this resolution to the President and Vice President of the United States, to the Speaker of the United States House of Representatives, and to each Member of Congress of the United States.

Approved by the Commerce, Insurance, and Economic Development Task Force on July 16, 2009. Approved by the ALEC Board of Directors on August 27, 2009.

**ALEC's Corporate Board**  
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For more on these corporations, search at [www.SourceWatch.org](http://www.SourceWatch.org).

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