Hospitals & Asylums

Fee to Defund the American Jobs Plan and Audit COVID-19 Booger Gold for Possible Devaluation
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By Anthony J. Sanders
sandersasylum@gmail.com

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Summary

Request for $2,400 to audit the coronavirus counterfeited federal budget, be nominated Public Trustee and scout out the Hospitals & Asylums marathon in October and November 2021 in Washington DC pursuant to the Equal Access to Justice Act under 31CFR§6.4(b)(1), 5USC§504, 24USC§422 and 28USC§1821. Debt Held by the Federal Reserve doubled from 5.5 percent of GDP in 2009 to 10.8 percent of GDP in 2010 and again from 10 percent of GDP in 2019 to 20.2 percent of GDP in 2020. In 2021 Debt Held by the Federal Reserve is estimated to increase another 60 percent to 33.8 percent of GDP before growth moderates, reaching slightly more than 40 percent by 2024. The alternative to accumulating public debt held by the Federal Reserve in rollover funds, zero-coupon bonds, etc. in excess of what the market can bear - counterfeit currency under 31USC§5153 – is devaluation pursuant to the Marshall Lerner Condition under 19USC§4421, 22USC§5301 and 2020 Revised estimates: effect of changes in rates of exchange and inflation Report of the Secretary-General A/74/585 of 11 December 2019. Furthermore, the Bureau of Fiscal Service and Board of Trustees is believed to have overestimated the 2020 payroll tax by 14 percent. The American Jobs Plan, infrastructure bill and $3.5 trillion add-on, have not passed and must not pass because federal coronavirus relief counterfeiting would become virtually inaudible. The entire American Jobs Plan conspiracy exhibits a material weakness in effective internal control of financial reporting and is inconsistent with the current haphazard standards for federal accounting of relief bill counterfeiting, that would completely lose count if the American Jobs Plan were passed to the consternation of the poor and Audit Standard No. 6 Evaluating Consistency of Financial Statement by the Public Company Accounting Oversight Board. DOT Treasury balance is already flush with cash from three coronavirus rescue bills, however, to make up for the shortfall in five year plan to supplement mostly non-inflationary DOT revenue programs, the DOT budget necessitates an estimated $10,615 million supplement FY 23 and $12,744 million FY 24 to be skilfully integrated into their regular authorized apportionment budget pursuant to the Anti-deficiency Act under 31USC§1515.

A. Adversarial Fee Agreement

I hope you can forgive my first, fumbling request to be paid for my tireless work annually auditing the federal budget for the past 20 years and expect an email response from the Treasury, President or other unsolicited agency who wishes to support Hospitals & Asylums (HA) presence in Washington DC, within 30 days under 31CFR§6.13. The Education Secretary has agreed with the President to pay off the student loans of disability beneficiaries in September and I am therefore morally obligated to pay taxes on gifts over $10,000 in value under Art. 98 of the Constitution of Hospitals & Asylums Non-Government Economy (CHANGE) as amended. While unlikely to be considered taxable income, unless specifically provided for in the contract, it seems to be in the best interest of the United States for the Treasury to pay the author at least $40 a day, in advance, for the entire 60 day duration of the expected time it will take to complete the annual audit of the federal budget in October and November 2021 in time for possible devaluation by the UN in December, pursuant to $2,400 under 28USC§1821.

The whole reason for asking for money to complete the annual audit, that is normally done for free, is that unless I receive travel, room and board expenses, I would have to walk more than four miles to commute 20 miles, and would therefore not be able to work 8 hours a day, and suffer from fatigue and a lack of material support. Whereas, there is no free family home during Democratic Administrations, the premise of the homeless author in need of 'electricity' is that what happens in DC stays in DC. Wherefore, the US is held responsible for paying a fee to methodically audit the disposition of coronavirus relief augmented federal spending 2020-2024, for an estimated two months in Washington DC, to determine an exact amount the dollar should be devaluated to reduce the public debt. While the counterfeiting of Acts of Congress by the Federal Reserve may be, and economic stimulus and child tax credit payments are certainly substantially justified, cheating on the 2020 payroll tax is definitely not okay and fees and expenses are due to facilitate the adversary adjudication of possible December devaluation pursuant to the Equal Access to Justice Act under 31CFR§6.4(b)(1) and 5USC§504.

I finished the Centennial trail and am now hitching a ride, in a state where hitch-hiking is reportedly illegal and the Attorney General just pled guilty to vehicular manslaughter of a rural pedestrian, to a town with a bus station that goes to Washington DC, to complete my annual audit there in October and November, without being poisoned by my medical family every Democratic Administration, unforgivably this third time, and would like to take this opportunity to be nominated non-partisan, disabled, Public Trustee by the President of the United States, for a $2,000 a month total benefit in 2022. If the President and Treasurer are willing to pay for my travel, room and board in the capitol city While I cannot guarantee that employing me will bring the US up to Japanese levels of equal opportunity employment for people with disabilities, I should theoretically do a better job ending child poverty by 2024 and all poverty by 2030 as a respected Bureau of Fiscal Service crazy person than a disrespected crazy person, if only because the work would be officially received.

I will (1) finish the tardy annual fiscal year audit of coronavirus intellectual counterfeiting before possible December devaluation by the UN; (2) have the President nominate me disability beneficiary, rather than Democrat or Republican, Public Trustee of the Social Security and Medicare Trust Funds for which there have been two vacancies for many years; and (3) scout out the Hospitals & Asylums trail/marathon from Arlington National Cemetery Amphitheater, by the Pentagon to St. Elizabeth's Hospital, Gallaudet University, Armed Forces Retirement Home, Howard University, by the White

House and capitol buildings for informed betting on the winner of any such race, and back to Arlington National Cemetery Amphitheater, for the victory speech.

Thank you for your support. In addition to, or instead of, Public Trustee, the Treasury may opt to employe me to continue my good work as author of Hospitals & Asylums, who annually audits the federal budget, amongst many other gold standards for COVID-19 treatment – hydrocortisone, eucalyptus, lavender, peppermint or salt helps cure coronavirus colds - for a marijuana tolerant, competitive, tax paying salary. Otherwise my trial of the gold, coronavirus booger backed, federal budget will be conclusively finished, to hike the national trails with a more bite size mix of nuts to write about, until 2024 under 24USC§422.

II. Preliminary, Unreduced, Counterfeit Debt Devaluation Estimate

A. When the federal government spends more than it takes in, the United States has to borrow money to cover that annual deficit. Each year's deficit adds to the growing national debt. The federal government usually runs on a deficit, with some famous exceptions, such as when Andrew Jackson paid off the federal debt in 1835 and more recently when Bill Clinton turned a federal budget surplus 1998-2000. The power of Congress to borrow money on the credit of the United States is conferred by the Constitution at Art. 1 Sec. 8 Cl. 2 and Sec. 4 of the 14th Amendment to the US Constitution. The Articles of Confederation and Perpetual Union had granted to the Continental Congress the power to borrow money, or emit bills on the credit of the United States, transmitting every half-year to the respective States an account of the sums of money so borrowed or emitted. At the time that the Constitution came into effect, the United States had a significant debt, primarily associated with the Revolutionary War. Section 4 of the Fourteenth Amendment, proposed on 13 June 1866 and ratified on 9 July 1868, provides whereby the validity of the public debt of the United States, authorized by law, including debts incurred for payment of pensions and bounties for services in suppressing insurrection or rebellion, shall not be questioned. To eliminate Jim Crow it has been proposed to repeal all but Equal Protection Section One of the Fourteenth Amendment, without impairing Native American tax-exemptions or lawful public debt pursuant to the equal protection of Art. I Sec. 8 Cl. 2 of the US Constitution.

1. Over the past two centuries, debt in excess of 90% of GDP has typically been associated with average growth of 1.7%, versus 3.7% when debt is low (under 30% of GDP). An international study, covering the experience of forty-four countries over two hundred years, found that economic growth slows substantially when national debt climbs over 90% of GDP. In 2009 the national debt of Greece reached 115% of GDP. Within a year the international markets refused to lend the Greek government any more money by buying its government bonds resulting in a trillion-dollar bailout financed by EU taxpayers. High debt loads make it more expensive to borrow and weakens global financial position. Economists at the International Monetary Fund (IMF) suggest that the public debt of the ten leading developed nations will rise from 78% of GDP in 2007 to 114% by 2014. These governments, including those in the United States and in many European nations, will by then owe around $50,000 for every one of their citizens. That translates into more than $10 trillion of extra debt accumulated in less than ten years. The governments of rich nations never borrowed so much in peacetime. If current trends continue unchecked demographic pressures combined with political paralysis will send the combined public debt of the largest developed economies toward 200% of their GDP by 2030. The United States has averted this fate by re-estimating their $23.9 trillion debt subject to statutory limitation outstanding at end of year 107.6% of GDP to $16.0 trillion Debt Held by the Public Net of

Financial Assets 71.9% of the GDP. By opting to devaluate to pay for the special issue and regular t-bonds financing the COVID-19 pandemic affected federal budget, the US and Europe may have discovered a free way to respond to irregular bailouts.

2. After defending the $14,294 billion statutory debt limit, retracting the retirement of debt hypothesis, legislation enacted August 2, 2019 (Public Law 116–37), temporarily suspended the debt limit through July 31, 2021 under 31USC§3101. Subsequently the debt subject to statutory limit was retroactively increased to $16,072 billion in 2012 by 2019 it was $2,686 billion and in 2020 $26,920 billion and remains slightly higher than Gross Federal Debt estimates through the intermediate projection. Barring the American Jobs Plan there is no reason for Congress to raise the debt ceiling, unless it is necessary to pay for the 14 percent overestimate on the 2020 payroll tax. Congress has forced the Federal Reserve to counterfeit an unacceptable amount of unsold public debt and it is time for Congress to be punished for their overspending by deferring to the administrative efficiency of their agency budget officers, grateful for the cash relief Congress provided and continues to provide to families with children until 2024. Child poverty has been reduced by half. Congress must legislate sustainable programs of economic security, rather than continue to combat economic depression by getting high on fly by night economic stimulus (global intoxication derived from American Ephedra). Congress has no option but to unreservedly close the OASDI tax loophole to tax the rich and state employees in order to legislate an SSI Trust Fund to end child poverty by 2024 and all poverty by 2030 at Sec. 230 of the Social Security Act 42US§430. The duty to devaluate pursuant to the Marshall Lerner Condition, is specifically delegated to the Treasury under 19USC§4421 and 22USC§5301.

Federal Debt Accumulation 2019-2024
(billions)

Year	GDP	Deficit	Deficit % of GDP	Gross Federal Debt	Gross Federal Debt % of GDP	Debt Held by Public	Debt Held by Public % of GDP	Debt Held by Federal Reserve	Debt Held by Federal Reserve % of GDP
2019	21,224	-984	4.6	22,670	106.8	16,801	79.2	2,113	10.0
2020	21,000	-3,129	14.9	26,902	128.1	21,017	100.1	4,446	21.2
2021	22,030	-3,669	16.7	30,226	137.2	24,167	109.7	7,454	33.8
2022	23,500	-1,837	7.8	32,445	138.1	26,265	111.8	8,856	37.7
2023	24,205	-1,372	5.7	34,026	140.6	27,683	114.4	9,502	39.3
2024	24,931	-1,359	5.5	35,607	142.8	29,062	116.6	10,113	40.6

Source: OMB 2021

B. Debt Held by the Federal Reserve doubled from 5.5 percent of GDP in 2009 to 10.8 percent of GDP in 2010 and again from 10 percent of GDP in 2019 to 20.2 percent of GDP in 2020. In 2021 Debt Held by the Federal Reserve is estimated to increase another 60 percent to 33.8 percent of GDP before growth moderates, reaching slightly more than 40 percent by 2024, however ultimately as economic

recovery sustains a deficit less than 3 percent of GDP, will be reduced, but the Federal Reserve must take care to not sell more than 3 percent of GDP t-bonds; state and local bonds and stock exchange need investment too. To protect the stock exchange from the catastrophic withdrawal, that perpetuated the Great Recession, the Federal Reserve is held to counterfeit all deficit in excess of 3 percent of Gross Domestic Product (GDP) by Sec. 1 of the Hydrocortisone, Eucalyptus, Lavender or Peppermint Act under 31USC§5153. The alternative to accumulating public debt held by the Federal Reserve in rollover funds, zero-coupon bonds, etc. in excess of what the market can bear - counterfeit currency under 31USC§5153 – is devaluation pursuant to the Marshall Lerner Condition under 19USC§4421, 22USC§5301 and 2020 Revised estimates: effect of changes in rates of exchange and inflation Report of the Secretary-General A/74/585 of 11 December 2019.

1. At the end of 2019, the Federal Reserve Banks held $2,113.3 billion of Federal securities (10 percent of GDP) and the rest of the public held $14,687.4 billion. By year end 2020 the Federal Reserve held $4,446 billion, 21 percent of GDP. OMB does not speculate on 2021 and after. Since at least 2020 the Federal Reserve Board admits to have "bought", rather than sold, the $3.3 trillion cost of the coronavirus relief and rescue acts, that included popular rebates. Debt Held by Federal Reserve is blank from 2021 and is estimated to accumulate at the rate of all deficit in excess of 3 percent of GDP. Whereby, it is estimated that public debt held by the Federal Reserve will rise to $7,454 billion, 34 percent of GDP, before growth moderates at about 40 percent of GDP in 2024 and a deficit less than three percent of GDP would allow the sale of some surplus securities. There is a great deal of uncertainty regarding current and future estimates. There is no denying the high levels of federal spending would depress the market if all were sold. GDP is estimated from 2023 at 3 percent annual growth, after brief period of catch up growth from the 2020 depression, because OMB leaves 2023 blank and overestimates normal 2024 economic growth. Debt Held by the Federal Reserve is estimated to grow from 10 percent of GDP in 2019 to more than 40 percent of GDP in 2024.

2. The Federal Reserve reports monthly on the amount of rollover funds, zero coupon bonds they have bought for nothing, from Bureau of Fiscal Service auctions. Rollover funds and zero-coupon bonds are believed to be technically "unsold bonds" that are bought by the Federal Reserve for nothing, invested in high yield short term bonds, that rollover and are used to buy more bonds in excess of what the market can bear, at irregular weekly maturity dates. Although they receive high rates of interest it is ill-advised to make any significant reduction in the amount of these unsold bonds held by the Federal Reserve, until the deficit is less than 3 percent of GDP, and then the reduction is so gradual that it takes too long to beat the next economic depression. In FY 2020, the Federal Government's response to the COVID-19 pandemic resulted in an unprecedented increase in Treasury borrowing needs. Treasury successfully conducted 447 auctions and raised more than $18.6 trillion without disrupting financial markets. In FY 2020, Fiscal Service set many records for auction-related workload indicators. Thirteen auctions, the most since 2008, were conducted during the week of April 6-10, auctioning $611 billion in Treasury securities. Five auctions in a single day were conducted for the first time ever on May 27, and six auctions in a single day were conducted on September 8. Prior to the economic stimulus package, WSS averaged 28 auctions and $1.06 trillion securities awarded per month. Since April 2020, the monthly averages have increased to 47 auctions (+67.7 percent) and $2.04 trillion awarded (+89.18 percent) per month.

3. To corroborate exactly how much money from Acts of Congress the Federal Reserve has "counterfeited" since 2020 their monthly report may be additionally annualized. Unsold federal debt is estimated by assuming that all deficits since 2020 in excess of 3 percent of GDP are counterfeit. In

addition, the 6 percent growth in payroll tax 2020 grossly overestimates, payroll tax revenues, whereas individual income tax revenues declined -6.2 percent in 2020 and it is a fact that pandemic unemployment beneficiaries do not pay payroll tax, although they do pay individual income taxes, with -8 percent being charitable estimate, the unsold public debt of the United States is burdened with 14 percent of 2020 payroll tax. The American Jobs Plan would add considerably to the public debt, without providing any meaningful benefit to anyone, and must be rejected. However, because of hyperinflation in many federal agency budgets and the public responsibility for the Bureau of Fiscal Services and Board of Trustees of the Old Age Survivor Insurance and Disability Insurance Trust Fund for cheating on the 2020 payroll taxes with a 14 percent overestimate, before completely auditing the Cabinet budget requests it is not possible to question the reasonable estimates of the OMB. It is important that the American Jobs Plan be defunded. Not only do private companies have more vacancies than there are unemployed people, the American Jobs Plan creates a material weakness in internal control of financial statements that is not consistent with Auditing Standard No. 6 Evaluating Consistency of Financial Statement of the Public Company Accounting Oversight Board (PCAOB). The people do not want their dollar devaluated or stock exchange depressed on the basis of the interception of federal state propaganda, Congress does not have the right to print. If Congress passes the American Jobs Plan, the United States dollar will be harshly punished for an accounting fraud of zero dollar value.

C. The United States has never been known to entertain devaluating the currency, although the international trade deficit advises devaluation to stimulate exports. The Federal Reserve is hard pressed to defend the moral hazard of counterfeiting significantly more than 10 percent of GDP to 20 to 40 percent of GDP. The Euro was devaluated 8 percent in 2020 to offset the cost of their bailout. The US spent more than twice as much and was instructed not to sell more than 3 percent of GDP deficit. As a consequence the Federal Reserve has accumulated trillions of dollars of unsold, counterfeit, t-bonds, that can only be reduced by devaluation. The formula for devaluation is size of bailout, minus (insignificant) foreign currency reserve, divided by GDP. Inflation in the price of imports due to devaluation however conflicts with the low inflation pillar of the dual mandate. Devaluation would however improve the export market, maximize high paying manufacturing jobs and give the United States an opportunity to clean up their credit history and secure accurate and sustainable federal accounting, before the illegal consequences of counterfeiting Congress leads beyond cheating on the 2020 payroll tax to passing the American Jobs Act. Devaluation must get on the agenda because the risk of inflation in imports is outweighed by the theoretical benefit to the export economy and current accounts. Most of all, devaluation gives the Treasury a chance to reduce the public debt in excess of 100 percent of GDP, and the Federal Reserve Board a chance to unload their unsold, counterfeit, t-bonds, that weigh so heavily on the conscious of the central bank - the US dollar is 20 to 40 percent backed by "gold" coronavirus boogers.

1. It is unfortunate the rich UN - Vaccinated EU and US have the highest number of deaths from COVID-19. The gold standard that hydrocortisone, eucalyptus, lavender, peppermint or salt helps water cure coronavirus colds, seems to be too cheap for the ruling elite and mass media in Western nations. The US is strongly advised to join Europe and maybe Great Britain to reduce their debt by devaluating their currency. There is poetic justice in appreciating developing nation currencies, known as sovereign equality. Perhaps developing nations will also devaluate to print money and restore the old exchange rate or perhaps they will buy American goods and services with their purchasing power under 24USC§225h. Everyone gets richer by the US getting out of crippling debt. Because UN economic statistics are done in US dollars, devaluating the US dollar has the unique capacity of

increasing the total gross world product (GWP), whereas devaluating other currencies does not change the US dollar value. Devaluating the US dollar is perceived as the primary source of victory for global economic equality to overcome the economic devastation of COVID-19. The US should not obstruct, but graciously, and self-interestedly, enrich the nations impoverished by prior excessive devaluation to print money, in the spirit of sovereign equality. There is reason for the Federal Reserve Board to hold the Treasury responsible for devaluation to redress an increase from 10 percent to 20-40 percent counterfeit currency, held as public debt by the Federal Reserve 2021-2024.

2. It is held, the Treasury has a duty to devaluate the dollar to relieve public of concern regarding the excessive accumulation of national debt, especially counterfeit currency, best known as public debt held by the Federal Reserve, during economic downturn at the expense of inflation in the price of imports, because the central bank gives the Treasury the privilege. Because the UN statisticians must laboriously increase the dollar value of every single nation, other than the US, by the inverse of the amount the US dollar is devaluated, a final decision on the amount of devaluation of the US dollar, should be stowed upon the UN by December, of any given year. The central bank and Treasury must only declare how much and when. A 20 percent devaluation should achieve the goal of reducing public debt held by the Federal Reserve to less than 10 percent of GDP. Should this be done all at once, or over the course of two to four years? Everyone knows the US has been the most profligate spender of coronavirus relief. A 20 percent increase in the price of imports causes considerable inflation, although alarming, 20 percent inflation in imports is affordable, especially considering that devaluation seems to be the only solution to the peculiar insolvency of excessive counterfeiting by the central bank, and that US substitutes would be more competitive. A 20 percent devaluation in 2022 would eliminate debt from the pandemic and give some short-term liquidity to the federal government, but due to the continuing deficit in excess of 3 percent of GDP, and provided there are no more extraordinary relief bills, other than the deficit reducing tax on the rich and state employees to end child poverty by 2024 and all poverty by 2030, might need to be devaluated only another 5 to 10 percent by 2024 for the market to bear the deficit, without the Federal Reserve counterfeiting more than 10 percent of GDP.

D. T-bonds are sold to federal trust funds before they are sold to the public. The total Federal debt subject to limit includes trust fund reserves. Thus, as trust fund reserves are accumulated or redeemed, they are offset in the total Federal debt by securities issued to the public, with no net effect on the total Federal debt held by the public. Moreover, even in considering the Federal debt held by the public, there is no net direct effect on that debt from accumulating and then redeeming trust fund asset reserves. The Managing Trustee may determine borrowing authorized under Sec. 201(k)(1) of the Social Security Act under 42USC§401 (k)(1). Treasury securities held by the public and zero-coupon bonds held by Government accounts are almost all measured at sales price plus amortized discount or less amortized premium. Agency debt securities are almost all measured at face value. Treasury securities in the Government account series are otherwise measured at face value less unrealized discount (if any). A decrease in the Treasury operating cash balance (which is an asset) is a means of financing a deficit and therefore has a negative sign. An increase in checks outstanding (which is (Dollar amounts in billions) a liability) is also a means of financing a deficit and therefore also has a negative sign. Includes checks outstanding, accrued interest payable on Treasury debt, uninvested deposit fund balances, allocations of special drawing rights, and other liability accounts; and, as an offset, cash and monetary assets (other than the Treasury operating cash balance), other asset accounts, and profit on sale of gold. Statutory limited debt other than that held by the public consists mainly of about $40 billion of debt issued annually by the Federal Financing Bank (which is not subject to limit), the unamortized discount (less premium) on public issues of Treasury notes and bonds (other than zero-

coupon bonds), and the unrealized discount on Government account series securities.

1. States, counties and municipalities also sell bonds to finance deficits. There was just over $3 trillion in state and local debt outstanding in the third quarter of 2017. State and local governments were estimated to have $3.043 trillion in debt issuances outstanding at the end of the third quarter in 2017. Total debt issuances have slowly increased in the past few years, but have been relatively flat since 2008, when debt outstanding equaled $2.968 trillion. Municipal debt outstanding increased from 2008 to 2010, which may have represented issuances used to cover unexpected shortfalls due to reduced revenues and increased expenditure demands following the Great Recession. Individuals and businesses lend their accumulated savings to borrowers. In exchange, borrowers give lenders a debt instrument. These debt instruments, typically called bonds, represent a promise by borrowers to pay interest income to lenders on the principal (the amount of money borrowed) until the principal is repaid to the lenders. State and local debt is issued as bonds, to be repaid over a period of time greater than one year and perhaps exceeding 20 years, and as notes, to be repaid within one year. General obligation bonds are secured by the promise to repay with general tax revenue, and revenue bonds are secured with the promise to use a specific stream of tax revenue. Most debt is issued to finance new capital facilities, but may also be used for cash management purposes when revenue collections do not match spending needs during the fiscal year. The federal government subsidizes the cost of most state and local debt by excluding the interest income from federal income taxation. The lower cost of capital arises because in most cases investors would be indifferent between taxable bonds (e.g., corporate bonds) that yield a 10% rate of return before taxes and tax-exempt bonds of equivalent risk that yield a 6.5% return. The taxable bond interest earnings carry a tax liability (35% of the interest income in most cases), making the after-tax return on the two bonds identical at 6.5%. Thus, state and local governments could raise capital from investors at an interest cost 3.5 percentage points (350 basis points) lower than a borrower issuing taxable debt.

2. The amount of forgone tax revenue from the exclusion of interest income on public-purpose tax-exempt bonds is substantial; $20.5 billion in 2016. Over the 2017 to 2026 budget window, the estimated loss of revenue is expected to be $422.8 billion, or the 15th largest tax expenditure. P.L. 115-97, the 2017 tax revision, repealed the authority to issue tax credit bonds (TCBs) in lieu of interest payments beginning in 2018. Many tax-exempt revenue bonds are issued for activities Congress has classified as private because most of the benefits from the activities appear to be enjoyed by private individuals and businesses. The annual volume of a subset of these tax-exempt private-activity bonds (PABs) is capped. The 2017 tax revision (P.L. 115-97) repealed the exclusion of interest income on advance refunding bonds issued after December 31, 2017. The proceeds of the refunding bonds are used to pay off the remaining principal of the original bond issue, which is retired. Advance refunding bonds, however, do add to the outstanding stock of bonds without adding to the stock of capital. Advance refunding bonds are issued prior to the date on which the original bonds are refunded, so that for a period of time there are two bond issues outstanding to finance the same capital facilities. Arbitrage bonds devote a substantial share of the proceeds to the purchase of assets with higher interest rates than that being paid on the tax-exempt bonds. Such arbitrage bonds are not tax exempt because Congress does not want state and local governments to issue tax-exempt bonds and use the proceeds to earn arbitrage profits. An important characteristic of tax-exempt bonds is the purpose or activity for which the bonds are issued. Most of the tax legislation pertaining to tax-exempt bonds over the last 30 years reflects an effort to restrict tax preferences to bonds issued for activities that satisfy some broadly defined "public" purpose, that is, for which federal taxpayers are likely to receive substantial benefits.

Bonds are considered to be for a public purpose if they satisfy either of two criteria: less than 10% of the proceeds are used directly or indirectly by a non-governmental entity; or less than 10% of the bond proceeds are secured directly or indirectly by property used in a trade or business. Bonds that satisfy either of these tests are termed "governmental" bonds and can be issued without federal limit. Bonds that fail both of these tests are termed "private-activity" bonds (PABs) because they provide significant benefits to private individuals or businesses.

3. As part of the Economic Growth and Tax Relief Reconciliation Act of 2001 (P.L. 107-16), a new type of tax-exempt private-activity bond was created beginning on January 1, 2002. The act expanded the definition of "an exempt facility bond" to include bonds issued for qualified public educational facilities. Bonds issued for qualified educational facilities are not counted against a state's private-activity volume cap. However, the qualified public educational facility bonds have their own volume capacity limit equal to the greater of $10 multiplied by the state population or $5 million. The Job Creation and Worker Assistance Act of 2002 (JCWA; P.L. 107-147) created the New York Liberty Zone (NYLZ) in the wake of the September 11, 2001, terrorist attacks. The legislation included several tax benefits for the NYLZ intended to foster economic revitalization within the NYLZ. Specifically, the so-called "Liberty Bond" program allows New York State (in conjunction and coordination with New York City) to issue up to $8 billion of tax-exempt private activity bonds for qualified facilities in the NYLZ. Qualified facilities follow the exempt facility rules within Section 142 of the IRC. The original deadline to issue the bonds was January 1, 2005, but was extended to January 1, 2014, by the American Taxpayer Relief Act (P.L. 112-240).

4. In 2004, the American Jobs Creation Act (P.L. 108-357) created bonds for "qualified green building and sustainable design projects." The bonds are exempt from the state volume cap and are instead limited to an aggregate of $2 billion for bonds issued between January 1, 2005, and October 1, 2009. The Safe, Accountable, Flexible, Efficient, Transportation Equity Act of 2005 created a new type of tax-exempt private activity bond for the construction of rail to highway (or highway to rail) transfer facilities. The national limit is $15 billion and the bonds are not subject to state volume caps for private activity bonds. the "Gulf Opportunity Zone Act of 2005" (GOZA 2005, P.L. 109-135) contained two provisions that expanded the amount of private-activity bonds outstanding and language to relax the eligibility rules for mortgage revenue bonds. The most significant is the provision that increased the volume cap for private-activity bonds issued for Hurricane Katrina recovery in Alabama, Louisiana, and Mississippi (identified as the Gulf Opportunity Zone, or "GO Zone"). GOZA 2005 added $2,500 per person in the federally declared Katrina disaster areas in which the residents qualified for individual and public assistance. The increased volume capacity added approximately $2.2 billion for Alabama, $7.8 billion for Louisiana, and $4.8 billion for Mississippi in aggregate over five years.

5. In response to the housing crisis of 2008, Congress included two provisions in the Housing and Economic Recovery Act of 2008 (HERA; P.L. 110-289) that were intended to assist the housing sector. First, HERA provided that interest on qualified private activity bonds issued for (1) qualified residential rental projects, (2) qualified mortgage bonds, and (3) qualified veterans' mortgage bonds would not be subject to the AMT. In addition, HERA also created an additional $11 billion of volume cap space for bonds issued for qualified mortgage bonds and qualified bonds for residential rental projects. In response to the financial crisis and economic recession, Congress included several bond related provisions in the American Recovery and Reinvestment Act of 2009 (ARRA; P.L. 111-5). Three provisions were intended to make bond finance less expensive for the designated projects. One expanded the definition of qualified manufacturing facilities (under §144(a)(12)(C)) to include the

creation and production of intangible property including patents, copyrights, formulae, etc. Before ARRA, only tangible property was eligible. The second created a new category of private activity bond called "recovery zone facility bonds." The bonds were to be used for investment in infrastructure, job training, education, and economic development in economically distressed areas. The bonds, which were subject to a separate national cap of $15 billion, were allocated to the states based on the decline in employment in 2008. The bonds were eligible to be issued in 2009 and 2010. A third provision provided $2 billion for tribal governments to issue tax-exempt bonds for economic development purposes. The tax code currently allows tribal governments to issue debt for "essential government services" only.

6. It is time for Congress to equate debt held by the Federal Reserve, rollover funds, zero-coupon bonds etc. with counterfeit currency under 31USC§5153. Because the central bank officiates the unsold debt, it should not be necessary pass any legislation, nor make any reference to the numerous criminal statutes pertaining to counterfeiting, however it sets bad precedence. The OASDI Board of Trustees and Bureau of Fiscal Service have already conspired to cheat on their 2020 payroll taxes. The American Jobs Plan threatens to add to the risk of public debt without providing any perceivable benefit to anyone, that conflicts with and would severely compromise the ability of federal accounting to study to reduce the deficit and debt. There is no telling what economic catastrophe could happen next if Congress does not square off with the massive amount of money they have counterfeited under auspice of coronavirus relief by ceremoniously devaluating the all-mighty US dollar. There are several benefits of devaluation and no other viable options for reducing the public debt. The public debt may be reduced to the full extend that debt held by the Federal Reserve is wiped away by devaluation. Although the US dollar amount would remain the same as reported by the US, the GWP would increase by the inverse of the amount the US dollar would be devaluated (preliminarily estimated at 20 percent now and 5 – 10 percent more by 2024 when the economy should recover its federal deficit less than 3 percent of GDP. There would be great rejoicing in the statistically higher GWP, purchasing power of developing nations and China would not instantly become the largest economy in the world unless the US dollar is devaluated 50 percent. The risk is inflation in the price of imports, 20 – 30 percent is reasonable considering competitive American products and cash relief received by the poor, and possible debasing of the currency and fall from first world nation status, due to incorrigible devaluation to print excessive amounts of money, if Congress and legally unauthorized (spineless) fiscal services do not quickly to immediately gain control of their printing of money. To be accountable for their overspending Congress must acknowledge that although they may change the law, the US is sincerely interested in devaluating to reduce the public debt held by the Federal Reserve to less than 10 percent of GDP while uniquely increasing GWP 20 – 30 percent, the duty to devaluate has specifically been delegated to the Treasury pursuant to the Marshall Lerner Condition under 19USC§4421 and 22USC§5301.

III. Transportation Defunds the American Jobs Plan

A. The Department of Transportation was established by the Department of Transportation Enabling Act on October 15, 1966. The mission of the Department is to serve the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system. The Department's FY 2022 Budget requests $88 billion, one billion less than than FY 21, to provide the foundation for a once in a generation investment in our Nation's Infrastructure. Without amending the per gallon gas tax to compete with inflation it is necessary for Congress to periodically supplement the Highway Trust Fund. The most recent five-year surface transportation law (the Fixing America's Surface Transportation Act

or “FAST Act”) expired at the end of FY 2020, the Administration sought $810 billion to support DOT’s highways, transit, safety, rail, and hazardous materials safety programs. The $621 billion for transportation and resilience investments proposed in the American Jobs Plan, seems to have passed in the Senate, but it is not included the DOT FY 22 budget, and must be studied in addition thereto. This sum includes nearly $69 billion in the FY 2021 budget request, of which $64 billion is funded through the Highway Trust Fund.

1. The American Jobs Plan, infrastructure bill and $3.5 trillion add-on, have not passed and must not pass because federal coronavirus relief counterfeiting would become virtually inaudible as a result of the change in accounting standards; there would be no debt reduction window for undistributed offsetting receipts; plus the Treasury would be fined for cheating on the 2020 payroll tax. Although the President has some good ideas, his best defense of them is to defund the American Jobs Plan. The entire American Jobs Plan conspiracy exhibits a material weakness in effective internal control in Cabinet agency financial reporting and is inconsistent with the current haphazard standards for federal accounting of relief bill counterfeiting, that would completely lose count if the American Jobs Plan were passed to the consternation of Audit Standard No. 6 Evaluating Consistency of Financial Statement by the Public Company Accounting Oversight Board. DOT Treasury balance is already flush with cash from three coronavirus rescue bills, however, to make up for the shortfall in five year plan to supplement mostly non-inflationary DOT revenue programs, the DOT budget necessitates an estimated $10,615 million supplement FY 23 and $12,744 million FY 24 to be skillfully integrated into their regular authorized apportionment budget pursuant to the Anti-deficiency Act under 31USC§1515 because five year plans are not consistent with current year accounting.

2. Although excise tax revenues are dedicated to transportation trust or special funds, because transportation excise taxes are included in total revenues, federal transportation spending equals the adjusted total DOT spending, less transfer from Defense. The addition is tricky and for the past few years, there is normally a margin of error requiring about $1.6 billion supplemental to make up for. The money from the American Jobs Plan should be charged by States with highway robbery of $355.7 billion last reported 2014 revenue collected and dedicated to government transportation programs, to prevent any misunderstanding regarding internal control over financial statements. After receiving a $36 billion supplemental from the CARES Act of 2020, $27 billion from Coronavirus Response and Relief Supplemental Appropriations Act, 2021 and $43 billion from the American Rescue Plan Act, credited to FY 22, the regular budget of about $87.7 billion FY 19 plus $1.6 billion supplement, $89.3 billion is rounded up to $90 billion FY 19 and inflated 3 percent annually, to subtract from the relief bill supplemented adjusted total to determine undistributed offsetting receipts. Undistributed offsetting receipts are used to reduce the deficit and used to pay obligations in the beginning of the following fiscal year, when they will receive their regular appropriation, usually with inflation. Congress has been overspending on transportation and this distorts the regular request, that has flatlined, to receive extra large, unasked for supplements, due to the flatlining, DOT will need about a $11 billion supplement in 2023 and $13 billion 2024. The infrastructure bill has not only failed to stabilize the Transportation budget, it marks the malignant transformation where Congress lost count of their counterfeiting. Furthermore, to ensure the environment is not destroyed by reckless transportation infrastructure overspending if forced to keep up with the irresponsible printing of money, and put some of the reckless overspending to good use reducing pedestrian fatalities, DOT is sued for an estimated 1.5% of total DOT budget authority, $1.96 billion FY 22 for rural public transportation to federal lands under 23USC§203 and recreational trails under 23USC§206.

Transportation Guaranteed Funding by Source FY 17 – FY 24

(millions)

	FY 17 Actual	FY 18 Actual	FY 19 Actual	FY 20 Actual	FY 21 Enacted	FY 22 President's Budget	FY 23 Predicted	FY 24 Predicted
Total Adjusted Outlays less Defense Transfer	79,089	85,467	87,683	123,406	115,569	130,341	88,073	88,905
Federal Aviation Administration (FAA)	16,408	17,978	17,452	27,618	19,965	26,462	18,905	19,472
Operations (GF)	10,026	10,212	10,411	10,630	11,002	11,434	11,777	12,130
Facilities & Equipment (TF)	2,855	3,250	3,000	3,045	3,015	3,410	3,512	3,718
Research, Engineering & Development (TF)	177	189	191	193	198	259	266	274
Grants-in-Aid for Airports (Oblim) (TF)	3,350	3,327	3,350	3,350	3,350	3,350	3,350	3,350
Grants-in-Aid for Airports (GF)	0	1,000	500	400 + 10,000 CARES Act	400 + 2,000 CRSA	0	0	0
Relief for Airports (GF)	0	0	0	0	0	8,000 Rescue Plan	0	0

Employee Leave Fund (GF)	0	0	0	0	0	9 Rescue Plan	0	0
Federal Highway Administration (FHA)	45,486	47,449	49,212	49,226	59,062	47,062	47,062	47,062
Federal-Aid Highways (Oblim) (TF)	43,266	44,234	45,269	46,365	46,365	46,365	46,365	46,365
Exempt Obligations (TF)	595	597	599	601	603	603	603	603
Emergency Relief (TF)	93	93	94	94	94	94	94	94
Emergency Relief (GF)	1,532	0	0	0	0	0	0	0
Highway Infrastructure Programs (GF)	0	2,525	3,250	2,166	2,000 + 10,000 CRSA	0	0	0
Limitation on Administrative Expenses (Non-add)	[436]	[443]	[450]	[457]	[479]	[492]	[507]	[522]
Rescissions/ Cancellations (Non-add)	[-857]	[0]	[0]	[-20]	[0]	[0]	[0]	[0]

Federal Motor Carrier Safety Administration	644	658	667	679	748	676	697	718
Motor Carrier Safety Operations & Programs (Oblim) (TF)	277	283	284	288	328	288	297	306
Motor Carrier Safety Grants (Oblim) (TF)	367	375	383	391	420	388	400	412
National Highway Traffic Safety Administration	911	948	966	989	989	1,024	1,031	1,039
Operations and Research (GF)	180	201	204	194	194	246	253	261
O&R Impaired Driving / Grade Crossing (GF)	0	0	0	17	17	0	0	0
Operations and Research (TF)	146	149	152	155	155	155	155	155
Highway Traffic	585	598	610	623	623	623	623	623

and Safety Grants (Oblim) (TF)								
Federal Transit Administration	12,415	13,480	13,460	37,910	26,959	43,954	13,541	13,622
Transit Formula Grants (Oblim) (TF)	9,734	9,733	9,939	10,150	10,150	10,150	10,150	10,150
Capital Investment Grants (GF)	2,413	2,645	2,553	1,978	2,014	2,473	2,547	2,624
Washington Metro (GF)	150	150	150	150	150	150	150	150
Administrative Expenses (GF)	113	113	113	117	121	132	136	140
Transit Research (GF)	0	0	0	0	0	30	0	0
Technical Assistance and Training (GF)	5	5	5	5	8	8	8	8
Transit Infrastructure Grants (GF)	0	834	700	510 + 25,000 CARES Act	516 + 14,000 CRSA	550 + 30,461 Rescue Plan	550	550
Rescission / Cancellati	0	0	[-47]	0	[-2]	0	0	0

ons [Non-add]								
Federal Railroad Administration	1,851	3,093	2,862	3,812	4,483	4,707	3,438	3,523
Northeast Corridor Grants to Amtrak (GF)	328	650	650	700 + 492 CARES Act	700 + 655 CRSA	1,300 + 970 Rescue Plan	694	715
National Network Grants to Amtrak (GF)	1,167	1,292	1,292	1,300 + 526 CARES Act	1,300 + 345 CRSA	1,400 + 730 Rescue Plan	1,417	1,460
Railroad Research and Development (GF)	40	41	41	41	41	59	61	62
Safety & Operations (GF)	218	222	222	224 + 0.3 CARES Act	235	248	255	263
Infrastructure and Safety Improvements (GF)	68	593	225	325	375	375	386	398
Prime Grants (GF)	0	0	0	0	625	625	625	625
State of Good Repair (GF)	25	250	400	200	200	0	0	0
Restoration and Enhance	5	20	5	2	5	0	0	0

ment Grants Long Distance Routes (GF)								
Magnetic Levitation Technology Deployment Program (GF)	0	0	10	2	2	0	0	0
RRIF Credit Subsidy (GF)	0	25	17	0	0	0	0	0
Cancellations (Non-add)	0	0	0	0	[-37]	0	0	0
Pipeline and Hazardous Materials Safety Administration (PHMSA)	260	270	274	281	288	310	313	316
Operational Expenses (GF)	23	23	24	24	29	29	30	31
Hazardous Materials Safety (GF)	57	59	58	61	62	69	71	73
Emergency Preparedn	26	26	27	28	28	28	28	28

ess Grants (SF)								
Emergency Preparedness Grants (GF)	0	0	0	0	1	1	1	1
Pipeline Safety (SF)	134	139	142	145	145	155	155	155
Pipeline Safety (TF)	20	23	23	23	23	28	28	28
Maritime Administration (MA)	523	980	1,115	1,048	1,160	1,171	1,202	1,237
Operations and Training (GF)	176	514	149	153	156	172	177	183
State Maritime Academy Operations (GF)	[300]	[300]	345	342	433	358	369	380
Ship Disposal (GF)	34	116	5	5	4	10	5	5
Assistance to Small Shipyards (GF) [Defense]	10	20	20	20	20	20	20	20
Maritime Security Program (GF) [Defense]	300	300	300	300	314	318	329	338
Maritime	3	30	3	3	3	3	3	3

Guaranteed Loans (Title XI) (GF)								
Port Infrastructure Development Program (GF)	0	0	293	225	230	230	237	244
Tanker Security Program [GF] [Defense]	0	0	0	0	0	60	62	64
Cancellations (Non-add) (Defense)	0	0	0	0	0	[-42]	0	0
Saint Lawrence Seaway Development Corporation (TF)	36	40	36	38	38	38	38	38
Inspector General (GF)	90	92	93	95	98	103	106	109
Office of the Secretary	265	280	1,388	1,516	1,549	4,753	1,609	1,628
Salaries and Expenses	114	113	114	116 + 1 CARES Act	126	145	128	132
National Surface Transportations and	3	3	5	5	5	4	5	5

Innovative Finance Bureau (GF)								
Transportation Planning, Research and Development (GF)	12	14	8	11	9	13	13	14
Office of Civil Rights (GF)	10	10	10	10	9	13	13	14
Financial Management Capital (GF)	4	6	2	2	2	5	5	5
Essential Air Service (SF)	122	134	146	112 + 56 CARES Act	106	116	120	123
Payments to Air Carriers (TF)	0	0	175	162	142	248	255	263
National Infrastructure Investments (Build) (GF)	0	0	900	1,000	1,000	1,000	1,000	1,000
Research and Technology (GF)	0	0	9	21	23	43	24	24
Cyber Security Initiative	0	0	15	15	22	40	41	42

(GF)								
Small and Disadvantaged Business Utilization & Outreach Minority Business Outreach (GF)	0	0	4	5	5	5	5	6
Thriving Communities (GF)	0	0	0	0	0	110	0	0
Electric Fleet Vehicles (GF)	0	0	0	0	0	11	0	0
Transportation Demonstration Program (GF)	0	0	0	0	100	0	0	0
Aviation Manufacturing Jobs Protection Program (GF)	0	0	0	0	0	3,000 Rescue Plan	0	0
Total Gross Budget Resources	79,533	85,926	88,192	123,891	116,087	130,936	88,639	89,482
PHMSA User Fee Offsetting Receipt	-134	-139	-142	-145	-145	-155	-155	-155
Cancellations / Rescission (NDD)	0	0	-47	-20	-39	0	0	0

Cancellations /Rescissions (Defense)	0	0	0	0	0	-42	0	0
Total Budgetary Resources (After Adjustment)	79,399	85,787	88,003	123,726	115,903	130,739	88,484	89,327
Discretionary	17,061	22,038	24,173	22,570	23,771	26,147	22,701	23,285
Mandatory inc. [GF] (Defense)	62,093	63,510	64,740	66,083	66,117	66,696	66,850	67,107
Emergency Supplemental	1,532	1,829	1,661	36,075 CARES Act	27,000 CRRS	43,170 Rescue Plan	0	0
Total Adjusted Outlays less Defense Transfer	79,089	85,467	87,683	123,406	115,569	130,341	88,073	88,905
Spending Estimate	79,089	85,467	87,683	90,314	93,023	95,814	98,688	101,649
Undistributed Offsetting Receipts/-Supplement	0	0	0	33,092	22,546	34,527	-10,615 supplement	-12,744 supplement

Source: Chao, Elaine; Buttigieg, Pete. FY 19 - FY 22 Budget Highlights. GF = General Fund, TF = Trust Fund, SF = Special Fund. Budgetary Resources include appropriations and obligation limitations (Oblim).

B. The Federal Aviation Administration (FAA) oversees all aspects of civil aviation in the United States, operating the largest, safest, and most complex aerospace system in the world, guiding over 43,000 aircraft through our Nation's airspace every single day. The Federal Highway Administration

(FHWA) supports State, local, and Tribal governments, as well as other Federal agencies, in the planning, design, construction, and repair of the Nation's more than 618,000 bridges and 4 million miles of public roads and highways. Federal Motor Carrier Safety Administration promotes safe commercial motor vehicle operations, and reduces the number of large truck and bus crashes that occur on the Nation's highways. The National Highway Traffic Safety Administration (NHTSA) advance the safety of motor vehicles and safe behavior of the traveling public by setting safety standards. The Federal Transit Administration (FTA) provides funding to improve more than 10 billion trips on public transportation in America's communities per year. Federal Railroad Administration (FRA) oversees the safety of the U.S. rail industry. Pipeline and Hazardous Materials Safety Administration (PHMSA) protect people and the environment by advancing the safe transportation of energy and other hazardous materials that are essential to our daily lives. Maritime Administration (MA) helps to foster, promote, and develop the maritime industry of the United States to meet our Nation's economic and security needs. The Great Lakes St. Lawrence Seaway Development Corporation (GLS) (formerly the Saint Lawrence Seaway Development Corporation), a wholly owned government corporation, is responsible for the operations, maintenance, and infrastructure renewal of the U.S. portion of the St. Lawrence Seaway between Montreal and Lake Erie.

1. The Office of the Secretary (OST) is responsible for program and policy development and oversight within the Department of Transportation. OST also manages grant, research, credit, and other programs that support essential infrastructure, advancements in safety and technology, and economic viability. OST is responsible for the selection, award, and oversight of billions of dollars of multimodal infrastructure funding for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants – formerly known as TIGER/BUILD Grants – and the Infrastructure for Rebuilding America (INFRA) discretionary grant program. Office of Inspector General (OIG) is committed to providing relevant and timely information about transportation issues to Congress, the Department, and the American public. OIG accomplishes this by fulfilling its statutory responsibilities under the Inspector General Act of 1978, as amended, while supporting DOT's mission and strategic goals, particularly its focus on safety. OIG works closely with Members of Congress, the Secretary, and senior Department officials to enhance the effectiveness and integrity of DOT programs through cost savings, recoveries, and efficiency gains.

C. Transportation revenue includes taxes, charges, and fees collected by governments from transportation and non-transportation activities and allocated to transportation programs. Income from investing transportation funds and receipts from fines and penalties are also treated as transportation revenue. For reporting, transportation revenue is classified and grouped into two categories: own source revenue and supporting revenue, minus transportation revenue directed to other uses. Own-source revenue refers to taxes and charges levied on transportation-related activities and used specifically for transportation. Most of these revenue sources are user fees charged to users of the transportation system. Examples include: Excise taxes, such as motor fuel taxes and aviation taxes. Property taxes, such as motor vehicle taxes. Income taxes, such as corporate taxes paid by transportation companies. Charges, such as tolls and motor vehicle license fees. Fines and penalties, such as speeding and parking violation tickets. Investment income, such as interest income from the Highway Trust Fund balance. Income from concession agreements where a private company operates a publicly owned transportation infrastructure on a concession basis. Supporting revenue includes funds collected from non-transportation-related activities but dedicated to support transportation programs. Examples include receipts received by state and local governments from sales or property taxes to finance transportation projects. Revenue directed to other uses includes funds raised from

transportation-related activities but used to finance programs other than transportation. One example is receipts generated from motor fuel taxes that are directed to the general fund for other uses. Although excise tax revenues are dedicated to transportation trust or special funds, because transportation excise taxes are included in total revenues, federal transportation spending equals the adjusted total DOT spending, less transfer from Defense.

1. According to Government Transportation Financial Statistics 2018, that hasn't been updated since 2014. In 2014 revenue collected and dedicated to government transportation programs totaled $355.7 billion (current dollars). Slightly over half of the revenue ($183.6 billion, or 51.6%) came from taxes and charges levied on transportation-related activities. The remaining $172.1 billion (48.4%) came from non-transportation-related activities but supports transportation programs, such as state or local sales or property taxes used to finance transportation projects. In inflation-adjusted dollars, total revenue collected and dedicated to transportation programs increased by 9.9% from $291 billion in 2007 to $320 billion in 2014. The Federal Government collected a total of $54.2 billion in 2014: $39.1 billion (72.1%) in highway revenues and $13.8 billion (25.5%) in aviation revenues, as well as $1.3 billion (2.4%) in water transportation revenues and $0.02 billion (0.03%) in pipeline revenues in 2014. OMB Table 2.4 FY 16 estimates for Transportation related excise taxes add up to $56.6 billion less $4.75 billion in refunds for fuel taxes - $41.3 billion highway, $14.4 billion airport, $202 million leaking underground storage tanks, some of the more than $1.3 billion in water transportation revenues are lost in $111 million for inland waterways and $561 million for aquatic resources, explained by the Highway fuel tax. Pipeline revenues need to be accounted for by OMB Table 2.4 – transportation, airport and airway receipts are crudely equal to agency budget authority used exactly in the Historical Tables FY 21.

2. The Budget request will provide a foundation for the investments proposed under the American Jobs Plan by leveraging investments to bring core assets toward a state of good repair, improving transportation access and affordability, reducing vehicle miles traveled, accelerating the transition of the Nation's 136,000 transit buses and vans to zero emission technologies, creating and sustaining jobs in communities across the country, and developing and advancing transformative projects that will provide mobility to the American people well into the future. President's plan to invests an additional $621 billion in transportation infrastructure and resilience, like the five year plan before it, is decadent because it fails to be consistent with the current year reporting requirements, and is impossible to reconcile with the DOT and other agency budgets. The President however requires some credit for his ambitious agenda and his FY 22 plan estimates are listed to lead federal-state cooperation on his ambitious climate change infrastructure agenda, without the force of any law, but supply and demand.

3. The Americans Jobs Plan fraudulently proposes an unprecedented $2.25 trillion in new investment, including $621 billion in transportation and resilience related programs, including: $540 billion within the Department of Transportation, $31 billion for transportation related initiatives in other agencies, and an additional $50 billion in transportation resiliency investments of which only $7.5 billion would be provided to the Department of Transportation, who needs only $11 billion FY 23 to stabilize their budget with 3 to 4 percent inflation. $75.2 billion proposed FY 22 costs: Repair roads and bridges $20.3 billion. Modernize public transit with clean energy $17 billion. Invest in reliable passenger and freight rail $10.1 billion. Make airports best in the world $5.5 billion. Invest in Ports $0.5 billion. Improve road safety for all users $2.25 billion. Restore and reconnect thriving communities $2.6 billion. Spark widespread adoption of electric vehicles $6.9 billion. Accelerate transformational projects $10 billion. Transportation resilience $0.8 billion. The President appears compromised by

federal-state cooperation propaganda. America's highways and bridges are in fairly good condition; unnecessary work not only causes unpleasant noise, it causes traffic congestion and delay. What is wanted is high rates of inflation for the regular federal transportation in the vicinity of 3 percent to 4 percent annually, with continuing demands to transform to clean energy alternatives, expand public transportation to rural areas, connecting cities with recreational trails and world class airports, ports and transportation hubs. Defund the American Jobs Plan. The President has spoken and for $11 billion FY 23 and $13 billion FY 24 should be able to stabilize the federal DOT spending at an acceptable rate of inflation of 3 to 4 percent, for state and federal transportation cooperation to metaphorically screw in a free government issue energy efficient light bulb according to best available science, particularly in regards to clean energy and the environment, and the economic law of supply and demand, that abhors the price estimates for the President's reasonable demands because the federally hyper-inflationary price fixing is obviously a material weakness of internal control in state-federal financial reporting, nullity. This request assumes continuation of the programs authorized by the Fixing America's Surface Transportation (FAST) Act, as well as the complementary and transformational initiatives proposed under the separate American Jobs Plan at regular rates of inflation.

D. Every day, Americans take more than one billion trips, by car, bus, train, boat, and aircraft. The percentage of vehicle miles traveled on the National Highway System pavement in "good" condition was only 62 percent in 2018. There were 16,764 bridges on the Federal-aid highway system in poor condition in 2018. The transit maintenance backlog is projected to reach $116 billion by 2034. The fatality rate in 1972 was nearly four times higher than it is today. According to the 2019 Urban Mobility Report, traffic congestion cost commuters an estimated $179 billion in 2017. Based on the American Transportation Research Institute's (ATRI) 2018 Cost of Congestion to the Trucking Industry Report, traffic congestion cost the trucking industry an estimated $74 billion in 2016. 70 percent of all freight Nationwide being moved with a large truck. The trucking industry employs nearly 8 million people. The Federal Aviation Administration (FAA) guides over 43,000 aircraft through the Nation's airspace every single day. FTA partners with State and local governments to create and enhance public transportation systems through financial investments of approximately $13 billion annually. PHMSA's oversight includes expansive U.S. pipeline network of more than 2.8 million miles that moves more than 16 billion barrels of hazardous liquids and gases safely. safe transportation of hazardous materials by air, highway, rail, and water, which accounts for more than 2.7 billion tons of regulated hazardous products valued at more than $3.1 trillion, annually. Since the binational waterway's opening in 1959, nearly 3 billion metric tons of cargo valued at more than $450 billion has moved through the St. Lawrence Seaway.

1. The Third Global Ministerial Conference On Road Safety in Stockholm, Sweden, held 19–20 February 2020 reported, road traffic accidents take some 1.35 million lives every year and cost most countries three per cent of their gross domestic product. Road traffic injuries are the leading cause of death for children and young adults aged 5-29 years. 93 per cent of the world's road fatalities occur in low- and middle-income countries, even though these nations have approximately 60 per cent of the world's vehicles. Many countries have made progress through road safety management and better legislation around risks – such as speeding, drinking and failing to use seat-belts, and infrastructure – including safer sidewalks and dedicated bicycle lanes. Over the past 40 years there has been a general downward trend in traffic fatalities nationwide. Safety programs such as those increasing seat belt use and reducing impaired driving have substantially lowered the traffic fatalities. Vehicle improvements such as air bags and electronic stability control have also contributed greatly to the reduction of traffic deaths. Between 1913 and 2018, the number of motor-vehicle deaths in the United States (which

include all types of motor vehicles, including passenger cars, trucks, buses, and motorcycles) increased 838%, from 4,200 deaths in 1913 to 39,404 in 2018. However, the role cars play in daily life is vastly different now than when tracking began. In 1913, there were about 1.3 million vehicles and 2 million drivers, and the number of miles driven was not yet estimated. The latest 2018 data report 277 million vehicles, 227 million licensed drivers, and 3.240 billion miles driven annually. The population motor-vehicle death rate reached its peak in 1937 with 30.8 deaths per 100,000 population. The current rate is 12.0 per 100,000, representing a 61% improvement. In 1913, 33.38 people died for every 10,000 vehicles on the road. In 2018, the death rate was 1.42 per 10,000 vehicles, a 96% improvement. 36,560 people were killed in traffic crashes in 2018, a 2.4% decrease from 2017. 1,038 children (14 and younger) died, a more than 10% decline. 9,378 speeding-related deaths, an almost 6% drop. 4,985 motorcycle fatalities, an almost 5% decrease. 6,283 pedestrians died, a more than 3% increase, and the most deaths since 1990. 857 bicyclist deaths, a more than 6% increase. 885 large-truck occupants died, an almost 1% increase.

2. The number of urban fatalities has been larger than the number of rural fatalities since 2016. Population risk factors outweigh the unstudied risk factor of hills and curves in rural areas. Further study of the hazards posed by road and building construction and renovation sites to pedestrians and cyclists is in want of regulation to protect sidewalk. In 2015 and years earlier, rural fatalities were larger than urban fatalities. Thirty-two States had reductions in the number of fatalities. In 2018 the largest reduction was in California, with 321 fewer fatalities. Eighteen States and Puerto Rico had more motor vehicle fatalities in 2018 than in 2017. Oregon had the largest increase, 67 additional fatalities. Only the District of Columbia had no change from 2017 to 2018. According to the Census Bureau, urban population increased by 13 percent from 2008 to 2017 (2018 population estimate is not yet available); rural population decreased by 12 percent. Urban VMT increased by 14 percent since 2009; rural VMT decreased by 1.4 percent. Urban fatalities increased by 34 percent since 2009; rural fatalities declined by 15 percent. Alcohol-impaired-driving fatalities decreased by 3.6 percent from 2017 to 2018 (Table 3), accounting for 29 percent of 2018 overall fatalities. Every month, except May, June, August, and October, saw decreases in fatalities from 2017 to 2018. The highest increase was in August at 2.3 percent. There were a total of 36,560 people killed in motor vehicle traffic crashes on U.S. roadways during 2018, a 2.4-percent decrease from 37,473 in 2017. The fatality rate per 100 million vehicle miles traveled also decreased by 3.4 percent, from 1.17 in 2017 to 1.13 in 2018. The NHTSA says it is the lowest fatality rate since 2014.

3. Motor vehicle related fatalities are decreasing in all categories, except as they relate to large trucks, bus and other motor vehicle occupants, pedestrians and cyclists. Pedestrians and cyclists are at an inherent disadvantage when involved in traffic crashes. On average, about 17 pedestrians and two cyclists were killed each day in crashes. Together they accounted for one-fifth of traffic deaths. In 2018, 6,283 pedestrians were killed in traffic crashes in the United States, 17% of all traffic fatalities, a 3.4% increase and the highest since 1990. Each year about 2% of fatalities resulting from motor vehicle crashes are bicyclists. In 2018, 857 cyclists were killed, a 6.7% increase. Passenger vehicle occupant fatalities in urban areas increased by 21 percent since 2009, rural areas decreased by 19 percent. Pedestrian fatalities in urban areas increased by 69 percent since 2009; rural areas increased by 0.1 percent. Pedalcyclist fatalities in urban areas increased by 48 percent since 2009; rural areas decreased by 8.9 percent. 857 cyclists were killed in 2018, an increase of 6.3 percent. Female cyclists are especially at risk: the number of women killed while cycling shot up 29.2 percent in 2018, compared to just 3.2 percent for men. Regarding pedestrian fatalities: Male and female fatalities increased by 3.0 percent and 4.8 percent, respectively, from 2017 to 2018. Nighttime fatalities

increased by 4.6 percent from 2017 to 2018. Of the pedestrians killed in 2018, 76 percent were hit after dark. Fatalities in alcohol-impaired-driving crashes increased by 2.2 percent from 2017 to 2018.

4. Regarding pedalcyclist fatalities: Bicyclist deaths were 8 times higher for males than females in 2017. Male and female fatalities increased by 3.2 percent and 29.2 percent, respectively, from 2017 to 2018. Nighttime fatalities increased by 9.2 percent from 2017 to 2018. Fatalities in alcohol-impaired-driving crashes increased by 9.2 percent from 2017 to 2018. Fatalities in crashes involving large trucks increased for 4th year in a row. From 2017 to 2018: Number of fatal crashes involving large trucks increased by 1.1 percent. Pedestrians killed in crashes involving large trucks increased by 13.0 percent. The number of fatalities in distraction-affected crashes was 2,841 or 7.8 percent of total fatalities in 2018. This 2018 number is a 12.4-percent decrease from 3,242 in 2017. The number of fatalities involving a drowsy driver was 775 or 2.1 percent of total fatalities in 2018. This 2018 number is a 4.3-percent decrease from 810 in 2017. At a national level, the majority of pedestrian fatalities (73 percent) and bicyclist fatalities (58 percent) occur at non-intersections. Lighting conditions are a major factor in pedestrian fatalities: three quarters of pedestrian fatalities nationwide occur in dark conditions. By contrast, 45 percent of bicyclist fatalities occur in dark conditions. Time of day plays a role in this as well. The hours from 6:00pm to 9:00pm tend to account for more pedestrian and bicyclist fatalities than other times of day.

5. For drivers, sharing the road begins with the understanding that bicyclists and motorcyclists have the same rights as you. They also face unique safety challenges, such as being smaller and less visible. Look for cyclists where vehicles do not appear, like before making a left-hand turn at an intersection. Also, be aware that motorcyclists may have to downshift and weave to avoid bumps and road hazards. Pedestrians must be predictable. Follow the rules of the road and obey signs and signals. Walk on sidewalks whenever they are available. If there is no sidewalk, walk facing traffic and as far from traffic as possible. Keep alert at all times; don't be distracted by electronic devices that take your eyes (and ears) off the road. Whenever possible, cross streets at crosswalks or intersections, where drivers expect pedestrians. Look for cars in all directions, including those turning left or right. If a crosswalk or intersection is not available, locate a well-lit area where you have the best view of traffic. Wait for a gap in traffic that allows enough time to cross safely; continue watching for traffic as you cross. Never assume a driver sees you. Make eye contact with drivers as they approach to make sure you are seen. Be visible at all times. Wear bright clothing during the day, and wear reflective materials or use a flashlight at night. Watch for cars entering or exiting driveways, or backing up in parking lots. Avoid alcohol and drugs when walking; they impair your abilities and your judgment.

6. Bicyclists should always ride with traffic, use bike lanes when available and avoid riding on sidewalks when possible. Every bike ride begins with putting on a helmet. But it's equally important that you ensure helmets properly fit. Size can vary between manufacturers. Follow the steps to fit a helmet properly. It may take time to ensure a proper helmet fit. There are two main types of crashes: the most common (falls), and the most serious (the ones with cars). Regardless of the reason for the crash, prevention is the name of the game. There are things you can do to decrease your risk of a crash. First, know some bicycle safety facts: Regardless of the season, bicyclist deaths occurred most often between 6 p.m. and 9 p.m. Bicyclist deaths occur most often in urban areas (75%) compared to rural areas (25%) in 2017. Bicyclist deaths were 8 times higher for males than females in 2017. Alcohol was involved in 37% of all fatal bicyclist crashes in 2017. Ride responsibly, and remember: All states require bicyclists on the roadway to follow the same rules and responsibilities as motorists. Ride a bike that fits—if it's too big, it's harder to control the bike. Ride a bike that works. Wear equipment to

protect and make visible, like a bike helmet, bright clothing (during the day), reflective gear, and a white front light and red rear light and reflectors (at night, or when visibility is poor). Ride one per seat, with both hands on the handlebars, unless signaling a turn. Carry all items in a backpack or strapped to the back of the bike. Tuck and tie shoe laces and pant legs so they don't get caught in your bike chain. Obey street signs, signals, and road markings, just like a car. Assume the other person doesn't see you; look ahead for hazards or situations to avoid that may cause you to fall, like toys, pebbles, potholes, grates, train tracks. No texting, listening to music or using anything that distracts you by taking your eyes and ears or your mind off the road and traffic. Drive where you are expected to be seen, travel in the same direction as traffic and signal and look over your shoulder before changing lane position or turning. Avoid or minimize sidewalk riding. Cars don't expect to see moving traffic on a sidewalk and don't look when backing out of a driveway or turning. Sidewalks sometimes end unexpectedly, forcing the bicyclist into a road when a car isn't expecting to look for a bicyclist. Give cyclists room. Do not pass too closely. Pass bicyclists as you would any other vehicle—when it's safe to move over into an adjacent lane.

7. Cities have been slow to respond by making the improvements necessary to separate cars from pedestrians and cyclists, and the federal government has largely been absent, focused more on rolling back vehicle emissions standards than helping cities curb traffic fatalities. A bipartisan coalition in Congress just introduced a bill that would make federal funding available to cities for Vision Zero projects aimed at reducing the number of traffic fatalities to zero. But it's unclear what can actually get passed and signed into law by the president given the polarized environment. The correlation between vehicle design and pedestrian deaths is pretty stark. Unsurprisingly, SUVs are continuing to wreak havoc on the roads. While the people driving SUVs are slightly safer (1.6 percent decrease in SUV occupant deaths in 2018, according to the NHTSA), the number of pedestrians killed by those drivers has skyrocketed by 81 percent in the last decade, according to a report released last year by the Insurance Institute for Highway Safety. This is mostly because of the way SUVs are designed: larger bodies and higher carriages mean pedestrians are more likely to suffer deadly blows to the head and torso. Higher clearances mean victims are more likely to get trapped underneath a speeding SUV instead of pushed onto the hood or off to the side. Pedacyclists seem to run the greatest risk because they must share the road and cannot merely step off the road when the shoulder is narrow and there is traffic. Pedestrians and pedacyclists are not the cause of traffic fatalities and should be encouraged as healthy forms of exercise. Smartphone manufacturers have introduced a number of new features designed to minimize their use by drivers. More work is needed to provide pedestrians and pedacyclists with safe sidewalks, trails and bike-paths that connect cities with neighboring cities and cities with wilderness areas, reservations and National Trail System. A much stronger federal commitment to the kinds of amenities that keep cyclists and pedestrians safe: sidewalks, ramps, crosswalks, bike-paths and trails are needed pursuant to the Americans with Disabilities Act. Run over by the Homestead Act is our common developmental disability. DOT owes not less than 1.5% of total budget authority, $1.3 billion FY 21 to improve rural transportation to federal lands under 23USC§203 and trail grants, city to city to Indian Reservation to National Trail System, not more than 25% expensive paved bike paths, pursuant to 16USC§1245 and 23USC§206 that may be matched by both Interior Department and USDA Forest Service, whose $2.4 billion in Active Fo-rest Management is forfeit to salvage log 10 to 20 more acres burned than commercially logged, due to the $500 fine for abusively destroying wildlife habitat to negligently leave millions of slash piles in the National Forests under 36CFR§261.5.

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