

April 15, 2021

The Honorable Nancy Pelosi, Speaker, United States House of Representatives
The Honorable Kevin McCarthy, Republican Leader, United States House of Representatives
The Honorable Peter DeFazio, Chair, House Transportation and Infrastructure Committee
The Honorable Sam Graves, Ranking Member, House Transportation and Infrastructure Committee

The Honorable Rosa DeLauro, Chair, House Appropriations Committee
The Honorable Kay Granger, Ranking Member, House Appropriations Committee
The Honorable David E. Price, Chair, House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
The Honorable Mario Diaz-Balart, Ranking Member, House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies

The Honorable Charles E. Schumer, Senate Majority Leader, United States Senate
The Honorable Mitch McConnell, Republican Leader, United States Senate
The Honorable Thomas R. Carper, Chair, Senate Environment and Public Works Committee
The Honorable Shelley Moore Capito, Ranking Member, Senate Environment and Public Works Committee
The Honorable Maria Cantwell, Chair, Senate Commerce, Science, and Transportation Committee
The Honorable Roger Wicker, Ranking Member, Senate Commerce, Science, and Transportation Committee
The Honorable Sherrod Brown, Chair, Senate Committee on Banking, Housing, and Urban Affairs
The Honorable Patrick Toomey, Ranking Member, Senate Committee on Banking, Housing, and Urban Affairs
The Honorable Patrick J. Leahy, Chair, Senate Appropriations Committee
The Honorable, Richard Shelby Ranking Member, Senate Appropriations Committee
The Honorable Brian Schatz; Chair, Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
The Honorable Susan Collins, Ranking Member, Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies

Dear Congressional Leaders:

The undersigned organizations write to express our utmost appreciation for your vision and leadership to deliver a robust transportation infrastructure package. As you know, investment benefits of transportation are far reaching. A well-performing transportation network delivers a multi-decade return on investment by providing access to opportunities for everyone including employment, education, health services, and recreation. It enables our children and grandchildren to enjoy improved quality of life through safer and cleaner mobility options. And economic benefits are realized for consumers with lower priced goods and for businesses with a more efficient supply chain.

With this unique opportunity, time has come to finally address the longstanding investment backlog for highways and bridges, which stands at \$756 billion in 2021 based on the methodology used in *Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance Report, 23rd Edition* published by the US Department of Transportation. This backlog is composed of system rehabilitation, enhancement, and capacity needs for highways and bridges.

The good news is that it is possible to clear this massive \$756 billion investment gap and to meet future arising needs over the next ten years. In order to achieve this ambitious goal, **we request Congress to authorize in the infrastructure package, available to be obligated through 2026 at 100 percent federal share. We also ask that you to provide \$487 billion for the Federal-aid Highway Program as part of the upcoming five-year surface transportation reauthorization due by October 1.** If these robust investments are paired with \$846 billion in the subsequent five year reauthorization from 2027 to 2031, we as a nation can finally tackle the ever-looming highway and bridge backlog once and for all.

As you consider the design of the infrastructure package for surface transportation, we ask that funds be provided through existing highway and transit formulas as they provide economic recovery funding in the quickest and most efficient manner, while flowing to every part of the country. With a five-year obligation time, the infrastructure package investments should be able to support programs and projects that generate the most benefits through the entire lifecycle of assets ranging from routine improvements that can provide immediate economic stimulus to major improvements that can substantially transform the network. We ask that infrastructure package funding should be provided at 100 percent federal share in order to recognize the ongoing revenue losses being experienced by state DOTs and transit agencies due to COVID-19.

Presenting this first step towards a generation investment in transportation infrastructure to address climate change, resiliency, and equity. We look forward to working with you to deliver on the world-class transportation infrastructure that our public deserves.

- Sincere,
- American Association of State Highway and Transportation Officials
 - American Concrete Pavement Association
 - American Council of Engineering Companies
 - American Highway Users Alliance
 - American Institute of Steel Construction
 - American Iron and Steel Institute
 - American Public Works Association
 - American Road and Transportation Builders Association
 - American Society of Civil Engineers
 - American Traffic Safety Services Association
 - Associated Equipment Distributors
 - Associated General Contractors of America
 - Governor's Highway Safety Association
 - Laborers International Union of North America
 - National Asphalt Pavement Association
 - National Association of County Engineers
 - National Ready Mixed Concrete Association
 - National Stone, Sand, and Gravel Association