

May 5, 2022



The Honorable David Price, Chairman
The Honorable Mario Diaz-Balart, Ranking Member
U.S. House of Representatives Committee on Appropriations
Subcommittee on Transportation, Housing,
Urban Development, and Related Agencies
2358-A Rayburn House Office Building
Washington, DC 20515

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Dear Chairman Price and Ranking Member Diaz-Balart,

As you draft the FY 2023 Transportation, Housing and Urban Development, and Related Agencies appropriations bill, the American Society of Civil Engineers (ASCE) requests a strong commitment to our transportation infrastructure needs by investing in key programs and maintaining the commitments made by the Infrastructure Investment and Jobs Act (IIJA).

ASCE's *2021 Infrastructure Report Card* rated the overall condition of our nation's infrastructure a cumulative grade of "C-," and the Infrastructure Investment and Jobs Act will be a significant step forward in raising the grades. Nevertheless, transportation-related categories are especially in need of a boost, as the nation's roads earned a "D," bridges earned a "C," aviation earned a "D+," and transit earned a "D-." Additionally, in early 2021, ASCE determined the total investment gap had grown from \$2.1 trillion over 10 years to \$2.59 trillion over 10 years, with surface transportation programs making up nearly half of that gap.

Therefore, outside of fully appropriating authorized levels from the most recent surface transportation reauthorization, ASCE requests:

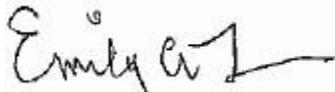
- **\$5.5 billion for the Bridge Replacement, Rehabilitation, Preservation, Protection, and Construction Program.** This program will help address the \$125 billion nationwide backlog of bridge repair and rehabilitation efforts. According to ASCE's *2021 Report Card for America's Infrastructure*, currently 42% of all bridges are at least 50 years old, and 46,154, or 7.5% of the nation's bridges, are considered structurally deficient. Additionally, due to the total number of fair bridges surpassing the total number of good bridges for the first time, the nation's bridges were the only grade on the 2021 Report Card that was decreased, going from a "C+" to a "C."
- **\$3.3 billion for the Airport Improvement Program (AIP)** to fund airport capital improvements and rehabilitation projects. This program will fuel investments in much-needed capacity enhancements that will accommodate projected needs based on pre-COVID-19 pandemic trends. ASCE supports adequate funding for the AIP to raise the "D+" aviation received on the 2021 Report Card.
- **\$1.5 billion for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants** for local and regional project assistance. This program will support strategic investments to improve public safety and repair infrastructure. ASCE believes funding for transportation systems needs to be substantially maintained to meet current and future demand.

- **\$3 billion for Capital Investment Grants (CIG) for transit projects.** Transit systems need a boost to raise the “D-” grade the category earned on the 2021 Report Card. Currently, there is a \$176 billion transit backlog, a deficit that is expected to grow to more than \$270 billion through 2029. Funding for the Capital Investment Grants program will help reduce this backlog and mitigate some of the issues on the nation’s sprawling transit network.
- **\$1.4 billion for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program,** which will provide key improvements to make infrastructure more resilient to storms and natural disasters. The PROTECT program aligns with ASCE’s recommendation to create dedicated federal investments to build resilience into the nation’s transportation infrastructure.

Finally, while the historic IIJA represents a substantial down payment in closing the infrastructure investment gap, increased dependable revenue sources like the federal gas tax are needed to keep up with demand. Unfortunately, some in Congress are discussing suspending the gas tax to combat increased prices at the pump. While this might sound like an enticing solution when American’s pocketbooks are strained, there is little guarantee that a federal gas tax holiday will result in motorists seeing any real relief at the pump, as oil producers have benefited significantly from previous state-level gas tax holidays.

We thank you for your consideration of our funding requests and look forward to working with the committee to support these existing successful federal infrastructure programs.

Sincerely,



Emily A. Feenstra

Chief Policy and External Affairs Officer at ASCE

cc: Chairwoman Rosa DeLauro and Ranking Member Kay Granger, House Committee on Appropriations