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Introduction

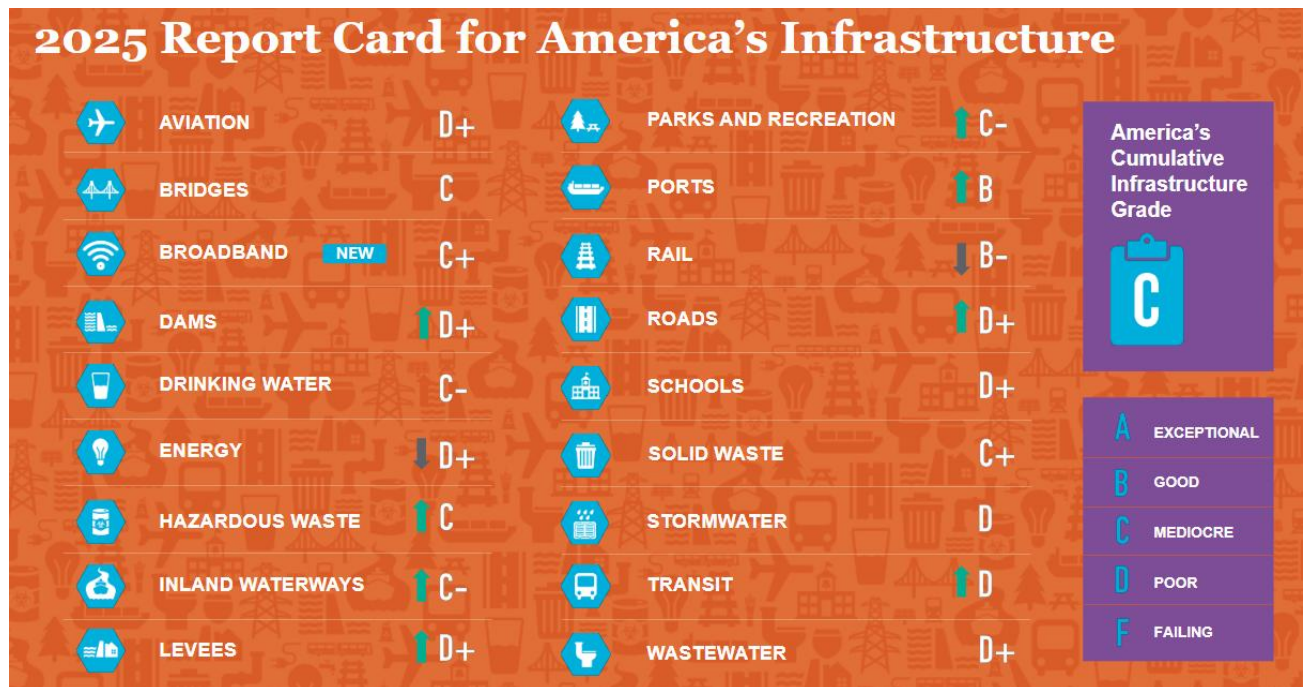
Founded in 1852, the American Society of Civil Engineers (ASCE) is the nation's oldest engineering society. ASCE represents more than 160,000 members of the civil engineering profession in 177 countries. As the professionals who design, construct, and maintain critical aspects of the transportation system, reauthorization of surface transportation programs before the current authorization expires is critical.

Over the past several years, transportation infrastructure has received renewed federal attention and funding through legislation such as the American Rescue Plan Act (ARPA) and the Infrastructure Investment and Jobs Act (IIJA). In particular, the IIJA provided meaningful investments in the roads, bridges, transit systems, and other multimodal facilities that keep our country's economy functioning. Beyond a five-year surface transportation reauthorization, the IIJA supported other sectors of infrastructure, such as drinking water and wastewater, and contained provisions focused on resilience. As ASCE continues to follow the implementation of this legislation, we look forward to the next surface transportation reauthorization bill. Passing a comprehensive, multi-year surface transportation reauthorization bill before the IIJA expires in September 2026 is vital to ensure certainty for our nation's roads, bridges, and transportation systems.

ASCE's Report Card for America's Infrastructure

Every four years, ASCE publishes the *Report Card for America's Infrastructure*, which grades the nation's major infrastructure categories using an A to F school report card format. ASCE released the most recent Report Card, which reflected an overall C grade and evaluated 18 categories of infrastructure, on March 25, 2025.

The cumulative C grade is an improvement from the 2021 Report Card grade of C-. Nearly half of the 18 infrastructure categories assessed in the Report Card saw grade increases. For the first time since 1998, no category received a D-, although nine categories remained in the D range. The bridges grade held steady at a C, while the rail grade dropped to a B-. Roads improved to a D+ and transit improved to a D.



The generally positive trends displayed in the Report Card reflect investments from federal, state, and local government agencies as well as the private sector. However, while recent investments have made a difference, the full effects of increased funding will take years to realize. Sustained investment is crucial to provide infrastructure owners with certainty and allow projects that are on paper to proceed to development and construction. Reducing or delaying federal and state support will escalate costs and risks associated with an aging infrastructure system. Additionally, prior to recent federal legislation such as the IIJA, many of the nation's infrastructure networks had been neglected for decades. As investments failed to keep pace with demands, the backlog of maintenance needs grew. On top of this maintenance backlog, demands on infrastructure have intensified and continue to increase as communities expand, economic sectors grow, and new technologies enter the market. To contend with these raised stakes, federal decision-makers will need to preserve momentum through continued partnerships with state and local governments that match investments and facilitate planning.

The need to continue to act on infrastructure investment

In 2024, ASCE released *Bridging the Gap*, a report analyzing the impacts of recent infrastructure investments on American households and businesses. *Bridging the Gap* built on *Failure to Act*, a study ASCE released in 2011 and 2021 to assess the impacts of infrastructure conditions on the nation's economic performance. As Congress considers

reauthorizing surface transportation programs over the upcoming year, it will be paramount to have a comprehensive understanding of the country's needs.

Prior to the IIJA, the country's transportation system did not receive adequate attention at the federal level for decades. A gap between the infrastructure investment needed and projected spending formed – and grew – over the years. As time went on and investments failed to keep up with demands, the backlog of projects accumulated, having severe consequences on the U.S. economy and on American households. The report found that, to bring the nation's surface transportation infrastructure into a state of good repair, \$3.5 trillion would need to be invested from 2024-2033.¹ Even if Congress continues to invest in surface transportation programs at the same funding levels in the IIJA, the overall investment gap for surface transportation programs over the next decade would be \$1.2 trillion. While this gap is significant, it would get even worse if Congress enacts funding levels that were in place prior to the IIJA. If funding reverts to pre-IIJA (2019) levels, the gap will grow to \$1.8 trillion. While the IIJA has halted the infrastructure investment gap's rapid growth, continued robust investment is needed to keep up with increasing travel demands and ensure our system is fit for the future.

¹ <https://bridgingthegap.infrastructurereportcard.org/wp-content/uploads/2024/05/2024-Bridging-the-Gap-Economic-Study.pdf>

Cumulative Investment Needs

BY INFRASTRUCTURE CATEGORY BASED ON MAINTAINING CURRENT FEDERAL INVESTMENT LEVELS

ALL VALUES IN BILLIONS

| Infrastructure System | Needs ¹ | Funded, 2024-33 ² | Funding Gap, 2024-33 |
|--|--------------------|------------------------------|----------------------|
| Aviation ³ | \$310 | \$197 | \$113 |
| Bridges ⁴ | \$538 | \$165 | \$373 |
| Broadband ⁵ | \$61 | \$61 | \$0 |
| Dams ⁶ | \$185 | \$20 | \$166 |
| Drinking Water ⁷ | \$670 | \$361 | \$309 |
| Energy ⁸ | \$1,886 | \$1,308 | \$578 |
| Hazardous & Solid Waste ⁹ | \$162 | \$146 | \$16 |
| Inland Waterways & Ports ¹⁰ | \$45 | \$32 | \$13 |
| Levees ¹¹ | \$97 | \$7 | \$91 |
| Public Parks ¹² | \$106 | \$62 | \$44 |
| Rail ¹³ | \$145 | \$113 | \$32 |
| Roads ¹⁴ | \$2,233 | \$1,549 | \$684 |
| Schools ¹⁵ | \$1,100 | \$671 | \$429 |
| Transit ¹⁶ | \$618 | \$466 | \$152 |
| Wastewater + Stormwater ¹⁷ | \$983 | \$293 | \$690 |
| TOTAL | \$9,139 | \$5,450 | \$3,689 |

1. Total needs are estimated as deferred maintenance necessary to reach a system-wide state of good repair. Estimates from publicly available data and not adjusted for inflation.
2. Assumes investments continue at levels from recent appropriations, as shown by public data and based on authorized amounts set by the 2021 Infrastructure Investments and Jobs Act, 2022 Inflation Reduction Act, and other legislation. State and local investments continue at FY2024 levels. Values not adjusted for inflation.
3. Data taken from ASCE *Bridging the Gap 2024* study.
4. Data taken from ASCE *Bridging the Gap 2024* study.
5. Data taken from Cartesian and the Fiber Broadband Association.
6. Data taken from the Association of State Dam Safety Officials, Congressional Research Service, U.S. Department of Agriculture, Federal Emergency Management Agency, Congressional Budget Office, and the Associated Press.
7. Data taken from ASCE *Bridging the Gap 2024* study.

8. Data taken from ASCE *Bridging the Gap 2024* study.
9. Data taken from the U.S. Environmental Protection Agency, U.S. Department of Defense, U.S. Department of Energy, and Association of State and Territorial Solid Waste Management Officials (ASTSWMO).
10. Data taken from ASCE *Bridging the Gap 2024* study.
11. Data taken from ASCE *2021 Report Card for America's Infrastructure* and the Congressional Budget Office.
12. Data taken from the National Parks Service, the National Association of State Parks Directors, the Trust for Public Land, Property and Environmental Research Center, and Congressional Research Service.
13. Data taken from ASCE *Bridging the Gap 2024* study.
14. Data taken from ASCE *Bridging the Gap 2024* study.
15. Data taken from the 21st Century Schools Fund.
16. Data taken from ASCE *Bridging the Gap 2024* study.
17. Data taken from ASCE *Bridging the Gap 2024* study.

Continued investment in our transportation system will also result in safer and more efficient, resilient, and dependable travel, supporting trips for individuals heading to work, children on their way to school, and truck drivers delivering goods to businesses. Americans are familiar with their own costs experienced as a result of deficient transportation-related infrastructure, whether they come in the form of repairing a car that has been damaged by a pothole or wasting fuel while sitting in traffic on a congested road. The typical U.S. driver lost 43 hours to traffic congestion and \$771 worth of time in 2024, up from 42 hours and \$733 in 2023.²

Across the board, investing in infrastructure at IJIA levels will have significant economic benefits for American families and businesses over the next two decades. *Bridging the Gap* finds that, if IJIA spending becomes the new baseline for infrastructure investment overall, American families will save \$700 more per year from 2024-2043. The report estimates that each American household loses about \$2,000 per year due to inadequate infrastructure. However, if we snap back to pre-IJIA funding levels after 2026, each American household will lose, on average, \$2,700 per year due to infrastructure deficiencies.

Annual Losses in Disposable Income Per Household by Scenario



Source: Bridging the Gap: Economic Impacts of National Infrastructure Investment, 2024–2043

² <https://inrix.com/scorecard/#form-download-the-full-report>

The savings yielded from continuing to invest at IIJA levels will allow Americans to have more disposable income to spend money on the goods and services they want, rather than on expenses related to failing infrastructure.

ASCE has developed a set of recommendations for Congress to incorporate into surface transportation reauthorization legislation.

Sustain infrastructure investment

The IIJA set a new standard for investment in surface transportation. Because infrastructure investments are long-term commitments, taking years for project plans and designs to reach the final stages of construction, they require reliable funding sources.

A continued, stable source of funding is necessary to support the development of professional design staff and a skilled trades and construction workforce. It also provides incentives for continued contractor investment in construction equipment and materials needed for cost-effective project construction and other implementation.

ASCE appreciates that Congress has recognized the need for dependable resources and certainty in passing multi-year reauthorizations and emphasizes the importance of continuing this trend.

- ASCE urges Congress to at least maintain IIJA investment levels. The IIJA has resulted in many tangible benefits to the transportation system. Since the law's enactment in November 2021, the IIJA has directed \$591 billion to over 72,000 projects.³ These are projects to preserve, improve, and expand highways, enhance safety on roads and at railroad crossings, accelerate the movement of goods at ports, and increase connectivity in rural and small communities. In short, the IIJA has funded projects that not only protect quality of life, but spur economic activity.
- Funding for roads and bridges relies on the Highway Trust Fund (HTF), which is supported by motor fuel tax revenue. The federal motor fuel tax rate of 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel has not been raised since 1993. The growth in construction costs and the fuel efficiency of vehicles means that the purchasing power of the federal gas tax has declined 80% since 1993.⁴ Baseline projections from the Congressional Budget Office indicate the HTF will have a deficit of nearly \$280 billion by 2034. Transportation funding should involve a continuation of traditional user fees, such as federal and state motor fuel taxes,

³ <https://www.transportation.gov/briefing-room/big-deal-biden-harris-administration-nears-close-history-making-progress-continues>

⁴ Institute on Taxation and Economic Policy (ITEP) analysis of data from the Federal Highway Administration (FHWA) and Energy Information Administration (EIA), 2024.

while transitioning to more sustainable and equitable innovative user fees, such as alternative energy vehicle fees and road usage charges. Indexing of user fees to inflationary measures, such as the National Highway Construction Cost Index or Consumer Price Index, presents a promising approach to ensuring the purchasing power of revenues remains constant over time. ASCE recommends innovative user fees that align with the “user pay” principle, which is based on the idea that people who use and benefit from roadways should bear the costs associated with them. Included among these tools are fees directed toward vehicles that do not rely on gas, such as electric vehicles. Firewalls to prevent HTF funds from being directed to other purposes should be preserved.

- Innovative financing methods can benefit infrastructure development by better leveraging available resources to deliver more capital. They can also play a major role in delivering projects and public benefits sooner than conventional methods. These types of financing mechanisms include Grant Anticipation Revenue Vehicles (GARVEE bonds), public-private partnerships (P3s), Railroad Rehabilitation and Improvement Financing (RRIF) loans, and Transportation Infrastructure Finance and Innovation Act (TIFIA) program loans. However, financing by any of these methods does not supplant the need for sufficient user fees or other sources of revenue to pay for needed projects. Vehicles, navigation systems, safety mechanisms, and roadway design techniques have all made their way into the 21st century. Funding for infrastructure should transition to reflect the current transportation system.
- Currently, over 4.2 million miles of highway facilities exist in the U.S.⁵ Improvements on just over one million of these miles are supported through the Federal-Aid Highway Program. Construction, operations, and maintenance of the remaining 3.1 million miles, or 75% of all highway facilities, are managed and funded by local jurisdictions, including counties, municipalities, regional authorities, and other local entities. Funding for the maintenance and improvement of these facilities is generally supported through local tax levies, municipal bonds, and other local fees and programs. Local jurisdictions’ limited ability to support these facilities through available revenue sources often leads to deferred maintenance and continued degradation. Supplemental funding and other additional grant programs for local roads are recommended to be included in the reauthorization bill to support roadway maintenance, operations, and improvements of non-federal-aid roads and systems. Existing programs that support local and rural agencies include the Local Technical Assistance Program and the Local and Rural Road Safety Program. Technical assistance should be provided for small communities and rural

⁵ <https://www.fhwa.dot.gov/policyinformation/statistics/2023/hm16.cfm>

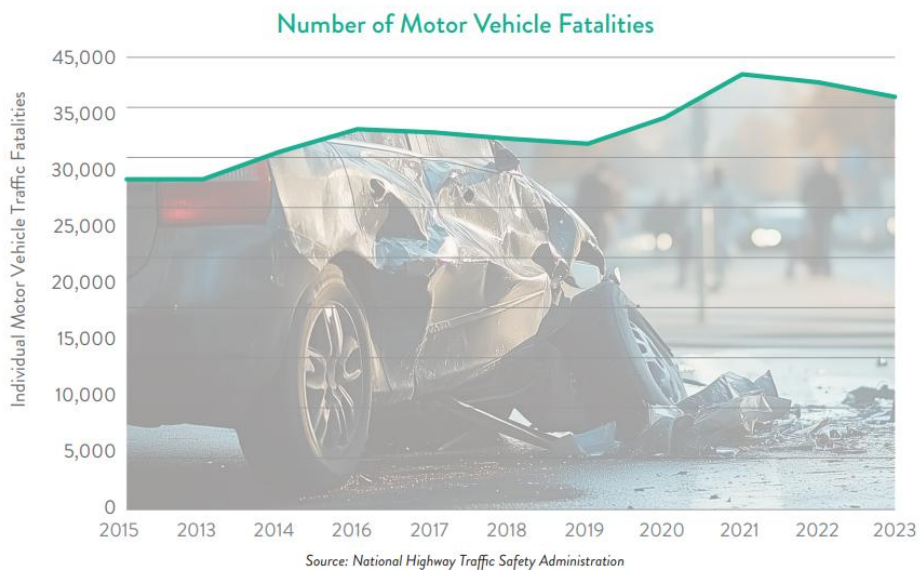
jurisdictions to identify, select, and develop applications for federal funding. Additionally, bonding for local capital improvements is a critical source of revenue to preserve the integrity of local roads. To remain effective, interest on the sale of municipal bonds must remain tax deductible.

- ASCE discourages the inclusion of Congressional earmarks for transportation infrastructure improvements in the reauthorization bill. Funding for individual items can be made available through formula funding, discretionary programs, and other focused programs. Congressional earmarks should not detract from existing sources of funding for transportation projects.

Prioritize safety

In any surface transportation reauthorization bill, ASCE asks Congress to support federal programs designed to improve the safety of the traveling public. ASCE supports the implementation of multimodal policies and practices that integrate the safety and accessibility of all users in the planning, design, construction, operations, connectivity, and maintenance of transportation networks. As roadway use continues to grow, industry, federal, state, and local cooperation and funding are needed to preserve mobility while reducing the frequency and severity of traffic crashes.

Safety is a significant issue on our nation’s roadways. The National Highway Traffic Safety Administration (NHTSA) estimates 39,345 people died in motor vehicle traffic crashes in 2024.⁶



⁶ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813710>

Pedestrian injuries and fatalities are also high. Preliminary data indicates 7,318 people were struck and killed while walking in 2023.⁷ This figure is 14.1% higher than the number of pedestrian deaths reported in 2019.

- ASCE recommends dependable, robust funding for the Department of Transportation's (DOT) safety-focused programs, such as the Highway Safety Improvement Program (HSIP), the Safe Routes to School Program, the Rural Surface Transportation Grant Program, the Safe Streets and Roads for All (SS4A) program, the Railroad Crossing Elimination Grant Program, and others. Recognizing that roads can be hazardous not only for the people who use them, but also for those who build them, ASCE supports programs to boost work zone safety. We urge Congress to preserve the IIJA provision requiring the Federal Highway Administration to implement Work Zone Safety Contingency Funds, which provide funding for unforeseen safety enhancements that were identified after the project moved into the construction phase.
- Increased flexibility in federal-aid funding programs for high-priority highway safety improvement programs will enhance safety efforts. Program options should also address mitigation of high-frequency crash corridors and locations, as well as other unsafe conditions and potential roadway hazards.
- To reduce crashes, access to current crash data is invaluable and must be readily available to all local jurisdictions and transportation professionals responsible for mitigating crashes and other roadway hazards.
- Provide funding for state and local government to enhance information campaigns for transportation system users to educate and promote safe practices and proper interaction between all travel modes and user communities.

Enhance project delivery

The nation's economic vitality and individuals' quality of life are directly linked to the efficiency of project planning and delivery processes. ASCE recognizes that reducing delays in the permitting process for infrastructure projects can help our nation achieve a transportation system appropriate for the 21st century faster and much more efficiently. ASCE supports a balanced approach to the National Environmental Policy Act (NEPA) process characterized by quality science, objective determinations of potential project impacts on the environment, and streamlining the permitting and approval process for infrastructure projects. Elongated project schedules associated with the current NEPA process often result in significant additional expenses to taxpayers stemming from issues

⁷ <https://www.ghsa.org/resources/Pedestrians24>

such as increases in labor and materials costs. Environmental impact statements (EIS) can take years to complete. These delays in projects across every infrastructure sector are impacting public safety and our economy.

ASCE recommends that Congress legislate ways for the permitting process to be streamlined in a safe and responsible way. Streamlining measures include page limits and deadlines for EIS, as well as concurrent reviews of project documents and the designation of a lead administrative agency to expedite the approval process. Further policies to streamline project delivery include:

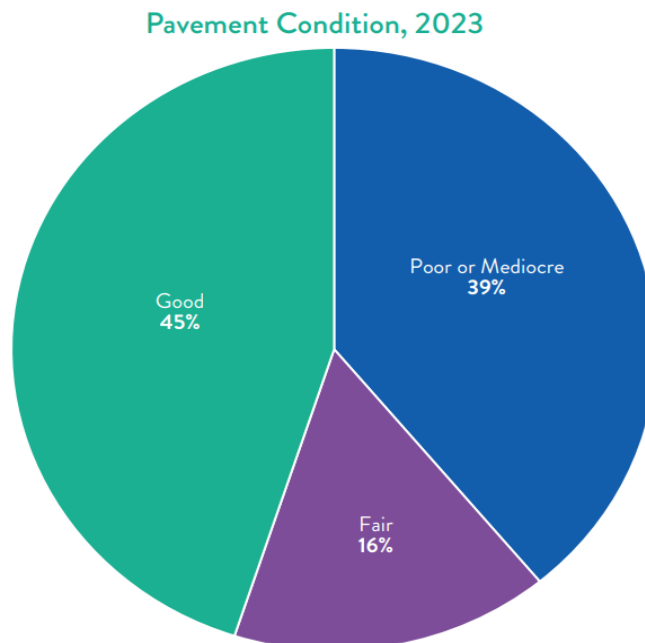
- Increase the use of NEPA Assignment through the Surface Transportation Project Delivery Program. Through this process, the Secretary of Transportation can assign, and states can assume, federal environmental review responsibilities for transportation projects. Eight states have participated in NEPA Assignment as a way to save money and time associated with the project review process. However, NEPA Assignment is not a universal remedy because states vary in their abilities to accept NEPA Assignment due to factors such as waivers of sovereign immunity and the availability of workforce and associated expertise and resources.
- Require risk assessment as a standard component of engineering planning, design, construction, operations, and maintenance practices. Comparative risk analysis, coupled with other research, can be used to establish tolerable risk guidelines that form a basis for decision making. Conclusions from a thorough risk analysis can be weighed among other considerations, such as statutory requirements, costs, public values and expectations, and exposure to hazards.
- Expedite the process for certifying categorical exclusions and expand categorical exclusions for project types and individual NEPA elements that typically are unaffected by the type of project or existing conditions. Categorical exclusions can trim months from a project's timeline without sacrificing environmental protection.
- Incentivize the use of collaborative project delivery, in which design and construction responsibilities are consolidated into a single contract to achieve the infrastructure owner's objectives regarding cost, quality, safety, and schedule. Effective ways for the owner and collaborative delivery team to ensure project performance efficiencies and outcomes, cost and schedule control, and workplace safety include streamlining the planning, design, and construction processes and emphasizing life-cycle cost analysis during the design process.
- Require federal agencies reviewing transportation project permits to maintain time limits and use federal transportation funds to pay for regulatory staff to perform reviews. Adequate staffing is also vital to ensure prompt review and response. The timely resolution of interagency conflicts should be required.

- Include exceptions to project delivery requirements to expedite certain low-cost projects and require federal agencies to offer guidance on how state and local government agencies can combine, or bundle, small projects into larger projects to allow for the advancement of federally aided small project development, approval, cost effectiveness, and delivery. This approach often leads to cost savings and accelerated project delivery.

Improve operations and maintenance

The daily function of our transportation infrastructure as well as the overall safety of those who use it depend on comprehensive operations and maintenance activities. Not only is operations and maintenance work critical to keep aging infrastructure in service, but it can also enhance system performance and reliability. Sufficient funding for maintenance, and proper stewardship of those funds, is critical to preserving, repairing, and rehabilitating the nation’s infrastructure.

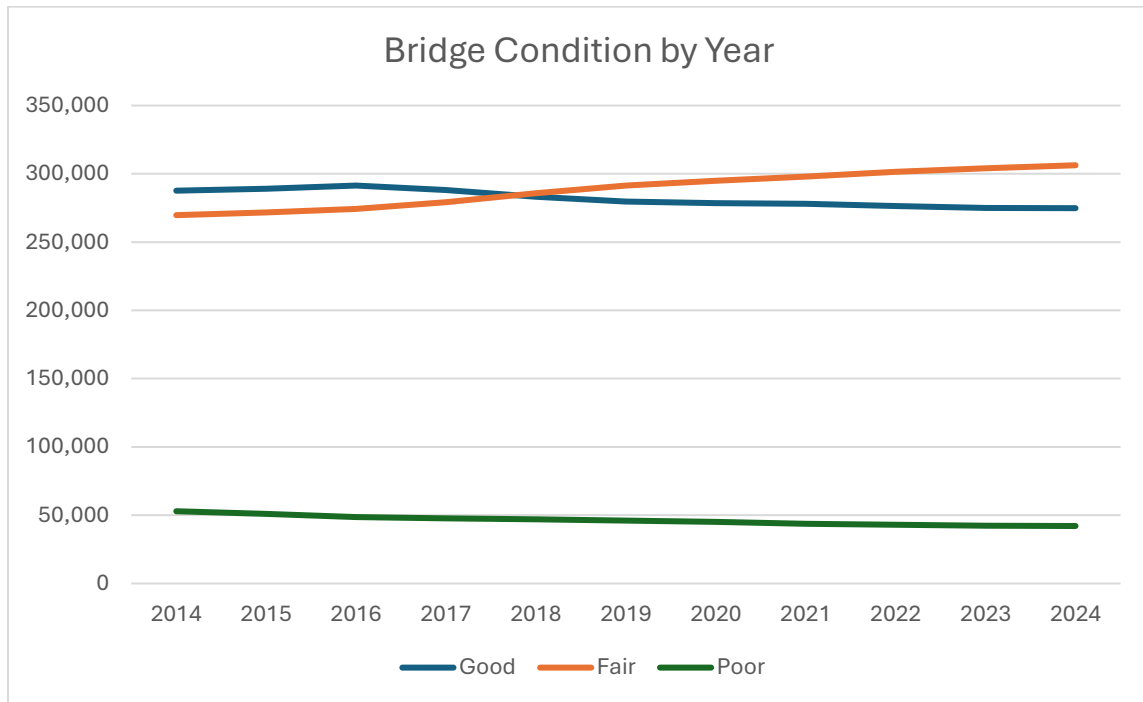
While the IIJA provided a much-needed boost for transportation systems, it was preceded by decades of underinvestment that have taken a toll on the nation’s infrastructure. Some 39% of major roads in the U.S. are in poor or mediocre condition.⁸



Source: TRIP analysis of Federal Highway Administration data

⁸ https://tripnet.org/wp-content/uploads/2020/04/TRIP_Fact_Sheet_NATL.pdf

Of the country's 623,218 bridges, 49.1% are only in fair condition, 44.1% are in good condition, and 6.8% are in poor condition – a number that has continued to decrease over the past few years.⁹



Source: Federal Highway Administration data

While surface transportation programs must be reauthorized with an eye toward the demands of future generations, existing assets should also be protected through timely repair and maintenance.

- Continued support of the development and enhancement of safe and effective multimodal transportation options should be advanced in reauthorization legislation. However, any programs or individual improvements being developed, funded, and implemented must not be detrimental to the operations, service, or safety of other travel modes as well as the mobility of freight.
- Smaller communities can often benefit from project development assistance and outreach. Congress should support state- and local-level transportation asset management plans that link asset management efforts to long-term transportation planning and incorporate the use of life-cycle cost analysis. This type of analysis,

⁹ <https://www.fhwa.dot.gov/bridge/nbi/no10/condition24.cfm>

which helps raise awareness of the full cost of infrastructure, can help transportation professionals make well-informed operations and maintenance decisions. Using life-cycle cost analysis to evaluate operations, maintenance, repair, and energy costs can help with the overall cost-effectiveness of a project. Providing direct funding would incentivize local communities to engage in asset management.

- Advances in technology continue to provide opportunities to enhance traffic operations and improve travel reliability. However, the implementation and continued operation of these systems may require extensive levels of maintenance of all associated components to preserve their effectiveness. When making funding decisions to implement such projects, jurisdictions should assess whether they have the ability to maintain the systems as part of the assessment of life-cycle costs to be addressed in project justification and evaluation.
- Additional federal funding support for transit operations is necessary to preserve safe, reliable, and efficient transit service. One of the primary sources of revenue for transit operations by local jurisdictions is farebox revenues, which experienced a steep decline during the COVID-19 pandemic and have been slow to recover. Local revenues needed for transit operations and maintenance to supplement loss of farebox revenues will typically take the form of tax levies, which place transit service in direct competition for funding with other local priorities and needs. Unless addressed through federal support, the continued loss of farebox revenues could further result in less frequent service, reduced hours of operation, less accessibility to jobs, and, in some cases, elimination of service completely in areas of low ridership, particularly in small communities and throughout rural areas.
- Accurate, updated data is a key component of judicious infrastructure decisions. The development of a bridge inspection report database, proposed prior in the Rail Bridge Safety and Transparency Act, would increase safety by requiring DOT to develop a database of bridge inspection reports received from railroad carriers.
- Provide the Bureau of Transportation Statistics' (BTS) with data tools to support infrastructure decisions. The IJA directed BTS to conduct outreach and identify the data needs of local governments to make informed decisions about infrastructure investments. It also called on BTS to create a work plan to develop relevant data analysis tools for infrastructure investments in rural and urban communities. In the upcoming surface transportation reauthorization bill, a provision requiring an update from BTS on the progress of the work plan would be a prudent addition. Furthermore, preserving an IJA provision authorizing \$10 million per fiscal year for BTS in addition to the amounts provided through the HTF would allow the agency to enhance data sets for infrastructure decision makers.

Prepare for the future

Across the U.S., disasters of greater intensity, duration, and frequency have wreaked havoc on communities of every size and location. In 2023, a total of 28 extreme weather events caused nearly 500 deaths and over \$95 billion in damages. Since 1980, the U.S. has experienced 403 events, each with losses exceeding \$1 billion, with a total cost of \$2.9 trillion. On top of extreme weather events, the nation's transportation system handles the needs of growing populations in many parts of the country as infrastructure elements continue to age.

- Require future transportation projects to be designed and constructed to withstand increasingly extreme weather events. Designing with resilience in mind can result in longer-term project viability, cost savings over time for infrastructure owners, reduced negative impacts on communities and the environment, and increased public involvement in decision-making. The widespread adoption of frameworks and standards will help deliver resilient, fiscally responsible projects and make the nation's infrastructure fit for the future.
- Continue to support federal programs intended to improve surface transportation resilience to natural hazards. Key among these programs is the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program, which supports planning activities, resilience improvements, evacuation routes, and at-risk coastal infrastructure. Funding for the PROTECT program should be preserved to help highways and transit withstand the impacts of extreme weather events, wildfires, flooding, and other natural hazards.
- The development of education and training programs geared toward the personnel who design and operate our transportation system, as well as increased recruitment efforts to grow this workforce, will be critical to not only ensure the network remains safe, but to facilitate transportation projects on time and on budget. Workforce development should include training on the many technologies and techniques associated with the transportation system, including traffic sign and signal technologies, traveler information systems, advanced communication systems, and proper pavement marking techniques, as well as awareness and proper application of new technologies that can enhance safety.
- Fund research into the use of innovative technologies, materials, and construction techniques. Investment and innovation in the transportation sector across different geographic contexts, including rural and urban areas and large and small communities, will result not only in longer-lasting infrastructure, but also safer systems for the traveling public. There are a host of Intelligent Transportation Systems (ITS) that can serve as ways to improve safety, optimize traffic flow,

minimize congestion, and respond to incidents. Research is also necessary for government agencies to keep pace with advanced transportation technologies, including connected and automated vehicle (CAV) technology.

- As CAV technology continues to be deployed, implementation of additional roadway features will be necessary at the local level to make them functional, including new roadway, control, and communications elements. This requirement places an additional responsibility on local jurisdictions to budget for and make pertinent facility upgrades needed to support CAV systems. Funding for facility upgrades and improvements, as well as training in identifying future needs, are needed to make CAV elements safe and effective.
- Continue and expand investments in transportation research programs, including funding for the State Planning and Research (SPR) program, the University Transportation Centers (UTC) program, the Transportation Research Board's (TRB) research programs, and other programs from different federal, state, and local transportation agencies. Outreach for the dissemination of research findings is of importance, and efforts to share research findings and resulting training opportunities with all public and private agencies should be supported. Such programs, with an emphasis on innovation, help the nation retain its competitive edge economically, while also contributing to an improved quality of life. These programs also will provide a pipeline of talent from the next generation to serve as the nation's transportation leaders.

Efforts to plan and build resiliently at the state and local government levels can serve as models for federal initiatives.

Resilience Efforts Across the Country



Source: ASCE's 2025 *Report Card for America's Infrastructure*

Conclusion

Transportation's broad scope brings with it a host of challenges and opportunities. ASCE is grateful for the opportunity to share our recommendations for the upcoming surface transportation reauthorization bill. The IIJA was a monumental step to reverse the decades of underinvestment that has plagued our transportation infrastructure. However, sustained investment is needed to bring our roads, bridges, rail networks, and transit systems into a state of good repair. The upcoming surface transportation reauthorization bill should fully fund programs intended to promote safety, both for those who use our transportation system and for those who construct and maintain it. This legislation is also

a good opportunity to enact commonsense provisions to enhance project delivery and operations and maintenance so that resources are directed wisely. Finally, Congress should support research and the adoption of standards to help make the nation's transportation network resilient and fit for the future.

We look forward to working with Congress on robust, multi-year legislation that will strengthen our infrastructure now and for years to come.