

February 10, 2026



The Honorable Steve Womack, Chairman
The Honorable James Clyburn, Ranking Member
U.S. House of Representatives Committee on Appropriations
Subcommittee on Transportation, Housing and
Urban Development, and Related Agencies
2358-A Rayburn House Office Building
Washington, DC 20515

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Dear Chairman Womack and Ranking Member Clyburn,

As you draft Fiscal Year (FY) 2027 Transportation, Housing and Urban Development, and Related Agencies appropriations legislation, the American Society of Civil Engineers (ASCE) requests a strong commitment to our country's transportation infrastructure. It is critical to maintain the federal investment that has taken place over the past several years and support key programs that keep our nation's infrastructure functioning.

ASCE's 2025 *Report Card for America's Infrastructure* reflected an overall grade of "C," an improvement from the "C-" issued in 2021. 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 agencies as well as state, local, and private sector partners. However, while recent investments have made a difference, the full effects of increased funding will take years to realize. Sustained investment is crucial to offer infrastructure owners certainty and allow projects that are on paper to proceed to development and construction. ASCE asks Congress to fund infrastructure programs at fully authorized levels and demonstrate support for transportation.

Specifically, ASCE requests:

- **\$4 billion for the Airport Improvement Program (AIP)** to fund airport capital improvement projects and rehabilitation efforts. Increasing funding for this program will help raise the "D+" aviation received on the 2025 Report Card and support a sector that accommodates hundreds of millions of passengers annually and has seen a number of safety incidents in recent years.
 - FY 2026 enacted: \$4 billion.
- **\$1.5 billion for Better Utilizing Investments to Leverage Development (BUILD)** grants, which help deliver transportation projects with significant local or regional impact. Investments in transportation infrastructure can improve the safe and efficient movement of people and freight, and ASCE supports the BUILD program's focus on safety, connectivity, quality of life, environmental sustainability, and economic competitiveness.
 - FY 2026 enacted: \$145 million.
- **\$3 billion for Capital Investment Grants (CIG)** to provide new and expanded transit services. Transit received a "D" on the 2025 Report Card, tying with stormwater for the lowest grade. Transit systems face \$618 billion in infrastructure needs through 2033. Funding for the CIG program will help address these needs across the nation's rail and bus lines.
 - FY 2026 enacted: \$1.7 billion.
- **\$100 million for the Port Infrastructure Development Program (PIDP)** to improve port infrastructure and related freight facilities. The PIDP provides a key investment in our nation's ports, which are critical economic engines that support millions of jobs. Ports received a "B" on

the 2025 Report Card, the highest grade of any category. Consistent and robust PIDP funding would build on this momentum and assist ports with addressing their varied infrastructure needs.

- FY 2026 enacted: \$103.3 million.
- **\$1.5 billion for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program** to make transportation infrastructure more resilient to weather events such as wildfires, flooding, and extreme heat, which are becoming increasingly common. ASCE supports efforts to increase the resilience of infrastructure against hazards through education, research, planning, construction, operation, and maintenance.
 - FY 2026 authorized: \$1.49 billion.
- **\$30 million for the Bureau of Transportation Statistics (BTS).** BTS has been operating with the same budget for about 20 years. A federal statistical agency, BTS releases reports about the transportation system. However, because BTS's funding has been largely flat over the years, its ability to innovate and fully provide relevant and timely statistics has been hindered.
 - FY 2026 enacted: \$74.5 million for the Office of the Assistant Secretary for Research and Technology, under which BTS operates.
- **\$20 million for Advanced Digital Construction Management Systems (ADCMS) Program.** ADCMS are digital technologies and processes used to manage construction and engineering activities, such as planning, modernization, and asset management. These tools can increase productivity, promote information sharing, and reduce delays.
 - FY 2026 authorized: \$20 million.
- **\$15 million for the Strategic Innovation for Revenue Collection Program.** This program funds pilot projects to test the feasibility of road usage fees and other user-based alternative revenue mechanisms, which are critical tools for maintaining the long-term solvency of the Highway Trust Fund (HTF). The HTF is largely supported by motor fuel tax revenue; the federal fuel tax rates of 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel have not been raised since 1993.
 - FY 2026 authorized: \$15 million.

Adequately funding these programs will support our nation's sprawling and complex transportation network. Investing in surface transportation infrastructure contributes to safety, efficiency, and economic growth, benefiting American families and businesses. Moreover, dependable funding helps infrastructure owners and civil engineers plan future projects and dedicate valuable resources to operations and maintenance efforts.

Thank you for your consideration of our funding requests. We look forward to working with members of the subcommittee to support these federal infrastructure programs.

Sincerely,



Caroline Sevier
Managing Director, Government Relations and Infrastructure Initiatives