

October 21, 2015

The Honorable Bill Shuster
Chairman
Transportation & Infrastructure Committee
U.S. House of Representatives
Washington, DC 20515

The Honorable Peter A. DeFazio
Ranking Member
Transportation & Infrastructure Committee
U.S. House of Representatives
Washington, DC 20515

The Honorable Sam Graves
Chairman
Subcommittee on Highways and Transit
Transportation & Infrastructure Committee
U.S. House of Representatives
Washington, DC 20515

The Honorable Eleanor Holmes Norton
Ranking Member
Subcommittee on Highways and Transit
Transportation & Infrastructure Committee
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Shuster, Ranking Member DeFazio, Subcommittee Chairman Graves, and Ranking Member Norton:

On behalf of the 150,000 members of the American Society of Civil Engineers (ASCE) we are pleased to see that after over a year of delay, the House is prepared to move forward with passage of a multi-year surface transportation authorization bill, the Surface Transportation Re-authorization and Reform Act (STRRA) of 2015. Approval of this legislation by the House Transportation & Infrastructure Committee will be a significant and important step toward the enactment of a multi-year reauthorization of surface transportation programs in 2015.

ASCE remains concerned that the funding levels provided in STRRA for highway and transit programs are woefully inadequate to meet the current and expected near-term surface transportation challenges as they relate to road condition, bridge quality and transit access. ASCE's 2013 Report Card for America's Infrastructure graded Roads and Transit at a "D" and Bridges at a "C+." ASCE's Failure to Act report identified a total surface transportation funding gap of \$94 billion per year, which means that the highway and transit investment levels provided in STRRA represent less than half of the federal investment which is required to improve the quality of the system. ASCE understands the political difficulty of solving the transportation funding problem and fixing the Highway Trust Fund. Nonetheless, Congress should be clear that investment levels consistent with the Congressional Budget Office's baseline—as proposed by the STRRA—would prevent surface transportation investment levels from keeping pace with both the consumer price index and projected increases in construction material costs during the life of the bill.

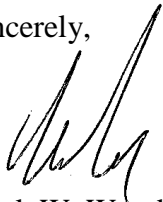
Despite the failure to provide adequate funding, there are reforms included in STRRA that will improve various aspects of the nation's surface transportation program, building on MAP-21's focus

on program consolidation, system performance and strategic outcomes. In particular, the STRRA contains sound polices that aim to improve roadway safety, streamline the environmental review and permitting process, and establish a state-based program to explore future road user fee systems.

ASCE has long supported the creation of a dedicated freight program to help ensure federal highway investments are targeted at improving U.S. economic competitiveness. We are concerned the Nationally Significant Freight and Highway Projects Program would allow up to \$500 million to be used for freight rail improvements that have never been eligible to receive Highway Trust Fund resources and that this provision could dilute already limited highway investment under the STRRA. We fully support upgrading all modes of freight infrastructure, but urge members of the Committee to support freight rail projects from the General Fund.

ASCE looks forward to continuing to work with you to move forward towards a bipartisan, robust reauthorization proposal that will allow the nation's surface transportation programs to create jobs and grow the economy in the upcoming years.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark W. Woodson', written in a cursive style.

Mark W. Woodson, P.E., L.S., D,WRE, F.ASCE
President
American Society of Civil Engineers (ASCE)