

March 18, 2025



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) 2026 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 2021 *Report Card for America's Infrastructure* reflected an overall grade of "C-." Transportation-related categories in particular show room for improvement, as the nation's roads earned a "D," bridges earned a "C," aviation earned a "D+," and transit earned a "D-." ASCE's 2025 Report Card will be released March 25, 2025. ASCE recognizes that the Infrastructure Investment and Jobs Act (IIJA) was a significant boost for our country's infrastructure and we urge Congress to maintain investment levels for programs supported by this law. ASCE asks Congress to fund these programs at fully authorized levels and demonstrate strong support for transportation.

Specifically, ASCE requests:

- **\$4 billion for the Airport Improvement Program (AIP)** to fund airport capital improvements and rehabilitation projects. Increasing funding for this critical program will help raise the "D+" aviation received on the 2021 Report Card and support much-needed improvements to a sector that has seen a number of safety incidents in recent years. The Federal Aviation Administration (FAA) Reauthorization Act of 2024, which ASCE strongly advocated for, increased AIP authorized funding levels to \$4 billion. Funding levels had previously held at \$3.35 billion for over a decade.
  - FY 2024 enacted: \$3.35 billion.
- **\$1.5 billion for Better Utilizing Investments to Leverage Development (BUILD)** grants, which help deliver freight and passenger transportation projects with significant local or regional impact. ASCE believes funding for transportation systems needs to be maintained to meet current and future demand and facilitate economic growth.
  - FY 2024 enacted: over \$1.8 billion (\$345 million in the appropriations act in addition to \$1.5 billion provided by the IIJA).
- **\$3 billion for Capital Investment Grants (CIG)** to provide new and expanded transit services. Transit received a "D-" on the 2021 Report Card, the lowest grade of any category. There is a \$176 billion transit backlog, a deficit that is expected to grow to more than \$270 billion through 2029. Funding for the CIG program will help reduce this backlog and mitigate some of the issues on the nation's sprawling transit network. Additionally, investments will help this mode of transportation as it continues to recover from the impacts of the COVID-19 pandemic.
  - FY 2024 enacted: \$2.2 billion.

- **\$50 million for the Port Infrastructure Development Program (PIDP)** to improve port infrastructure and related freight facilities and complement the \$450 million provided for this program annually by the IIJA. The Francis Scott Key Bridge collapse in Baltimore in 2024 highlighted the importance of port infrastructure and how commerce is negatively affected when port operations are disrupted. The PIDP provides a key investment in our nation's ports, which are important economic engines that support millions of jobs.
  - FY 2024 enacted: \$500 million (\$50 million in the appropriations act in addition to \$450 million in IIJA funding).
- **\$1.8 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.
  - Did not receive additional appropriations in FY 2024.
- **\$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 be innovative and fully provide relevant and timely statistics has been hindered.
  - FY 2024 authorized: \$26.5 million.
- **\$15 million for the Strategic Innovation for Revenue Collection Program**, which was created by the IIJA. The SIRC 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 2024 authorized: \$15 million.

Adequately funding these programs will support our nation's vast and complex transportation network. Investing in surface transportation infrastructure contributes to safety, efficiency, and economic growth, yielding benefits for 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 successful federal infrastructure programs.

Sincerely,



Caroline Sevier  
 Managing Director, Government Relations and Infrastructure Initiatives