April 16, 2020

The Honorable Tammy Baldwin, United States Senate
The Honorable Ron Johnson, United States Senate

The Honorable Bryan Steil, United States House of Representatives
The Honorable Mark Pocan, United States House of Representatives
The Honorable Ron Kind, United States House of Representatives
The Honorable Gwen Moore, United States House of Representatives
The Honorable James Sensenbrenner, United States House of Representatives
The Honorable Glenn Grothman, United States House of Representatives
The Honorable Mike Gallagher, United States House of Representatives

Dear Honorable Members of the Wisconsin Delegation,

We support the inclusion of transportation aid and a robust, multi-year surface transportation investment package in the next round of coronavirus relief legislation.

Transportation investment provides both short-term and long-term economic benefits. In the short term, increased transportation infrastructure investment sustains and creates construction and industry jobs and the related tax revenue. Long term, the facilities constructed enhance economic competitiveness and development for decades by providing safe, efficient access to jobs, services, materials, and markets.

Currently, the uncertainty from the September 30 expiration of the federal surface transportation programs is having a chilling impact on long-term state implementation of transportation plans. Furthermore, state departments of transportation are expecting a loss of approximately 30 percent of state transportation revenue over the next 18 months, according to the American Association of State Highway and Transportation Officials. Local governments also face declining revenue. Without congressional action, some states and local governments may not be able to operate and maintain their systems without disruption, and transportation projects and plans could be put on hold.

Congress provided timely support for aviation, passenger rail, and transit operating needs through the Coronavirus Aid, Relief, and Economic Security (CARES) Act. This measure is much appreciated.

Now, it is time for significant transportation investment, which includes, at a minimum, an immediate $50 billion revenue backstop for state DOTs, direct funding for local roads, and a substantial, long-term reauthorization of surface transportation programs. This combination of one-time, emergency funding and structured resources through a multi-year reauthorization bill would help states maintain and improve infrastructure essential to our nation's economic recovery.

Thank you for your consideration.