

February 2, 2012

The Honorable Earl Blumenauer
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Washington DC 20515

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Dear Representative Blumenauer:

On behalf of the more than 140,000 members of the American Society of Civil Engineers (ASCE), I write to express our opposition to provisions in the Revenue Title of the American Energy and Infrastructure Jobs Act of 2012 (H.R. 7) that would abolish the Mass Transit Account of the Highway Trust Fund and the subsequent 2.8-cent transfer of funds from the Mass Transit Account to the Highway Account of the Highway Trust Fund.

The Mass Transit Account has been in existence since 1982 and ASCE has continuously supported this account as a critical component of the Highway Trust Fund. ASCE believes that transit is a critical component of a comprehensive transportation network, and has long supported the principle that 20 percent of the gas tax revenues that have been put in place since 1982 be allocated to a dedicated mass transit account.

The nation's highway and transit network is facing a growing number of challenges. ASCE's 2009 *Report Card for America's Infrastructure* graded Transit at a "D", Roads at a "D-", and Bridges at a "C". Additionally, ASCE estimates that it will require a five year investment of \$1.2 trillion to bring just these three transportation categories up to an acceptable condition.

Furthermore, in a report released in July, ASCE assessed the long term economic impacts of America's failing transportation infrastructure. If investments in surface transportation aren't made in conjunction with significant policy reforms, families will have a lower standard of living, businesses will be paying more and producing less and our nation will lose ground in a global economy. The nation's deteriorating surface transportation infrastructure will cost the American economy more than 876,000 jobs, and suppress the growth of the country's Gross Domestic Product (GDP) by \$897 billion in 2020.

ASCE is committed to working with Congress to enact a surface transportation bill that addresses all surface transportation investment needs prior to the expiration of the current authorization extension. We respectfully request that the current Highway Trust Fund structure be retained with two accounts and respective revenue allocations.

Sincerely,



Andrew Herrmann, P.E., SECB, F.ASCE
President