

HOUSE COMMITTEE ON FINANCIAL SERVICES

SUBCOMMITTEE ON FINANCIAL INSTITUTIONS
AND CONSUMER CREDIT

SUBCOMMITTEE ON OVERSIGHT AND
INVESTIGATIONS

JOINT ECONOMIC COMMITTEE

WASHINGTON OFFICE:

1632 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
PHONE: (202) 225-2721
FAX: (202) 225-2193



JOHN K. DELANEY
CONGRESS OF THE UNITED STATES
6TH DISTRICT, MARYLAND

DISTRICT OFFICES:

GAITHERSBURG
9801 WASHINGTONIAN BOULEVARD
SUITE 330
GAITHERSBURG, MARYLAND 20878
PHONE: (301) 926-0300
FAX: (301) 926-0324

HAGERSTOWN
38 SOUTH POTOMAC STREET
SUITE 205
HAGERSTOWN, MARYLAND 21740
PHONE: (301) 733-2900
FAX: (301) 926-0324

WEBSITE: [HTTP://WWW.DELANEY.HOUSE.GOV](http://www.delaney.house.gov)

October 15, 2015

Bill Shuster
Chairman
House Transportation and Infrastructure Committee
2251 Rayburn House Office Building

Dear Chairman Shuster,

As you work to bring a draft of a Surface Transportation Reauthorization bill to the Transportation and Infrastructure Committee for a mark-up, I encourage you to start from the premise that continuing baseline funding levels will only lead to a further deterioration of our already failing infrastructure. Public investment in infrastructure, as a percentage of Gross Domestic Product, has fallen 54% since 1960. Instead of continuing our glide path to a third-world infrastructure, our next highway bill should reverse course and start our infrastructure comeback. A meaningful increase in our infrastructure investment will create millions of jobs and help our businesses stay competitive in the global economy.

According to data from the Congressional Budget Office, a new six-year bill starting in 2016 would authorize \$328 billion at baseline levels. To start making a dent in our infrastructure deficit, we should be investing ten to twenty percent more, meaning a six-year bill would cost between \$360 billion and \$400 billion.

Ideally, our next long-term highway bill will include both increased funding and increased financing for infrastructure projects. While many have focused squarely on the importance of increasing funding, we should also take this opportunity to create a new, large-scale infrastructure financing entity that will make cheaper financing available to states and local municipalities for decades to come, not just for the next few years. Availability of cheap, long-term financing is absolutely necessary to begin the many long-term infrastructure projects we need get our economy on-track for increased global competitiveness.

As you know, my bipartisan Infrastructure 2.0 Act uses \$170 billion in revenue from international tax reform to both plus up the Highway Trust fund by \$120 billion and to create a new \$50 billion American Infrastructure Fund to provide states and local municipalities with up to \$750 billion of simultaneous financing for their infrastructure projects. If we want to address our infrastructure crisis, we have to go big and baseline funding just won't get us there. We can grow jobs, grow our economy, and make our businesses more competitive.

There's a bipartisan coalition ready to support increased infrastructure investment. I look forward to reviewing your draft.

Sincerely,

A handwritten signature in blue ink, consisting of a large, sweeping loop followed by a long, horizontal tail.

John K. Delaney