

The Honorable Benjamin L. Cardin, United States Senate
The Honorable Christopher Van Hollen Jr., United States Senate

The Honorable Andrew P. Harris, United States House of Representatives
The Honorable C.A. Dutch Ruppersberger III, United States House of Representatives
The Honorable John P. Sarbanes, United States House of Representatives
The Honorable Anthony G. Brown, United States House of Representatives
The Honorable Steny H. Hoyer, United States House of Representatives
The Honorable David Trone, United States House of Representatives
The Honorable Jamie B. Raskin, United States House of Representatives
The Honorable Kweisi Mfume, United States House of Representatives

May 14, 2020

Dear Honorable Members of the Maryland Delegation,

We strongly support the inclusion of transportation aid and a robust, multi-year surface transportation investment package in the next round of COVID-19 relief legislation. Our group represents the many transportation-related associations across the East Coast. Combined, we speak for over 1,000 companies and over 20,000 employees, many of who live and work in Maryland. These are high-paying, highly qualified careers and we need to ensure they stay in business.

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. In the long term, facilities that are constructed will enhance economic competitiveness and development for decades by providing safe, efficient access to jobs, services, materials, and markets.

Currently, the uncertainty from the September 30th 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.

Michael Sakata
President & CEO
Maryland Transportation Builders & Materials Association



Marshall Klinefelter
President
Maryland Asphalt Association



Thomas Evans
Executive Director
Maryland Ready Mix Concrete Association

Jim Otradovec
Executive Director
American Council of Engineering/Maryland



Hugh "Mac" Cannon
Executive Director
American Council of Engineering/Metropolitan Washington



Louis Campion
President
Maryland Motor Truck Association



Ray Seipp
President
American Concrete Pavement Association/Mid Atlantic



Jeff Kracun, Balfour Beatty US
Chairman
Maryland Association of General Contractors



Dr. Lei Zhang
Director
Maryland Transportation Institute

Mike Henderson
President
Associated Builders and Contractors of Greater Baltimore



Emmett Tydings
Chairman
Suburban Maryland Transportation Alliance

