

Reality Check:

Congress still has not developed a highway/public transportation bill that would improve overall system conditions or safety, reduce traffic congestion, or create new jobs.

When adjusted for anticipated inflation, the total revenue that has been identified to fund the proposed six-year House and Senate DRIVE Act bills now in conference won't really move the needle on almost any metric. And if material prices increase more than consumer prices, conditions and performance on our national highway and public transportation systems will be worse in 2022.

It doesn't have to be this way.

The goal of the Conference Committee should be to produce legislation that confronts the nation's surface transportation challenges with policy reforms *and* increased federal investment that helps address them. To that end, a *reauthorization of less than six years duration with significant, after inflation annual highway and public transit investment increases is far superior to a six-year bill with "status quo" funding levels.*

While reliability of future funding is a critical benefit of a multi-year reauthorization, such predictability alone will not address the nation's backlog of needed transportation infrastructure improvements, reduce traffic congestion, help move freight, provide mobility options, grow communities, or create new jobs. Just getting over the goal line with a six-year bill would not be a victory for your constituents or improve America's global competitiveness.

Urge House and Senate DRIVE Act Conferees to craft a Conference Report that maximizes the benefits it provides as opposed to the years it would last.

