

CHAMBER OF COMMERCE  
OF THE  
UNITED STATES OF AMERICA

R. BRUCE JOSTEN  
EXECUTIVE VICE PRESIDENT  
GOVERNMENT AFFAIRS

1615 H STREET, N.W.  
WASHINGTON, D.C. 20062-2000  
202/463-5310

July 23, 2015

The Honorable James Inhofe  
Chairman  
Committee on Environment and  
Public Works  
United States Senate  
Washington, DC 20510

The Honorable Barbara Boxer  
Ranking Member  
Committee on Environment and  
Public Works  
United States Senate  
Washington, DC 20510

Dear Chairman Inhofe and Ranking Member Boxer:

The U.S. Chamber of Commerce, the world's largest business federation representing the interests of more than three million businesses of all sizes, sectors, and regions, as well as state and local chambers and industry associations, and dedicated to promoting, protecting, and defending America's free enterprise system, applauds the introduction and markup of the bipartisan "Developing a Reliable and Innovative Vision of the Economy Act (DRIVE Act)."

The DRIVE Act would further the policy and programmatic reforms in the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act by increasing efficiency of project delivery, transparency for investment of public funds, and the safety and reliability of transportation infrastructure. This legislation would increase funding for core federal transportation programs, providing a strong, reliable federal partner for state and local governments. It would establish a new and innovative freight program for all states to achieve better movement of goods. Further, the DRIVE Act would increase the authorization for the Transportation Infrastructure Financing and Innovation Act (TIFIA) program, expanding the capacity of the federal government to act as a low-cost financing partner. The private sector has identified this role as important for encouraging public-private partnerships in transportation.

The Chamber believes that in order to be competitive in the global marketplace and grow jobs in America, increased investment in transportation is crucial. Roads, bridges, and transit systems have proven to be unsustainable under continuous short-term extensions. Without long-term certainty, businesses cannot plan for hiring or capital expenditures; land, labor, and capital are more expensive as the time value of money increases project costs; projects that need multi-year funding commitments are delayed; and opportunities for economic development and economic growth are lost. A six-year reauthorization bill provides states and local governments the ability to plan for and deliver large-scale, multi-year projects.

The Chamber commends the Committee on the important first step of introducing and marking up a multi-year surface transportation authorization and we look forward to working

with Congress to build on the reform success of MAP-21, stabilize the Highway Trust Fund, and find ways to grow investment in transit, roads, and bridges so each state and region can get out of the system what they need to be successful.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Bruce Josten". The signature is fluid and cursive, with the first name "R." being a simple flourish, "Bruce" written in a clear cursive, and "Josten" written in a more complex cursive style.

R. Bruce Josten

cc: Members of the Senate Committee on Environment and Public Works