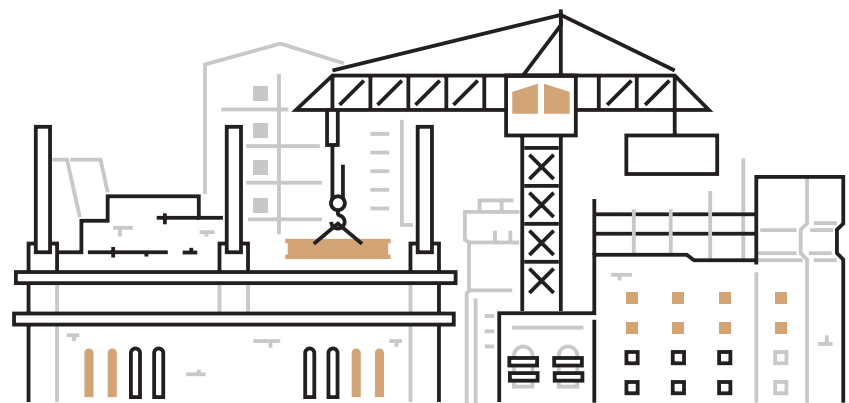
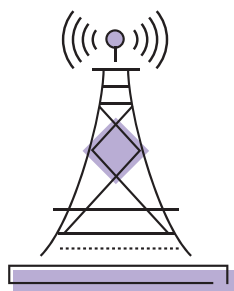
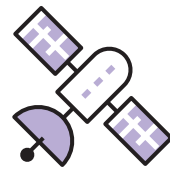


American Infrastructure

Building the Future



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The surface transportation opportunity before us



By U.S. Sen. Shelley Moore Capito, R-W.V.

Our roads and bridges are what connect us to the people and things that matter most in our lives, and all the places we travel to every day. They help American businesses, large and small, create jobs and economic opportunities, and enable their competitiveness in the global marketplace. They connect everything around us from Point A to Point B.

The responsibility given to Congress to ensure a safe and reliable transportation network for our country originates in Article One of our Constitution and was affirmed when the Federal Aid Road Act was enacted in 1916. Today, the Federal-aid Highway Program provides the funding and policy for the transportation network that all Americans and businesses rely on -- and that network requires continued investment and improvement. This is something I know well, and I'm thrilled to be the chairman of the Environment and Public Works Committee during a Congress where we will need to pass a surface transportation reauthorization bill.

This legislation supports the Federal-aid Highway Program, among other important policies and funding priorities that impact surface transportation in our country. While some might look at this as a legislative challenge, I view it as an incredible opportunity. Throughout my tenure on the EPW Committee, I have made infrastructure a central priority. Now as chairman, I look forward to continuing my work to modernize our transportation network.

When it comes to my vision for the upcoming surface transportation reauthorization bill, I have three key principles that I believe will jumpstart this conversation. By focusing on these fundamental outcomes, I'm confident that we can work towards a legislative solution that will deliver results for the American people.



Principle One: Improving the safety and reliability of America's surface transportation network with impactful investments. In recent years, we've seen a major increase in the number of federal transportation programs. This

benefits faster and save money for American taxpayers. That's truly a win-win.

We need to take a serious look at federal requirements to determine how to best make improvements to our planning and procurement procedures,

these different needs in our states.

The vision I've laid out is broad, but that's intentional. It will take the collaboration of my Senate colleagues and many others as we move toward completing the bill before September

When it comes to my vision for the upcoming surface transportation reauthorization bill, I have three key principles that I believe will jumpstart this conversation. By focusing on these fundamental outcomes, I'm confident that we can work towards a legislative solution that will deliver results for the American people.

leads to a duplicative and confusing process to get funding out the door, disrupts the focus of federal funding, and lessens the impact that the Federal-aid Highway Program can make.

We can make investments that instead optimize the impact of federal funding by prioritizing our commitment to the safe and reliable movement of goods and people, and giving project partners certainty to invest over a longer period of time. We should focus on eliminating duplicative programs that often invite regulatory overreach, and rather increase funding for the highway formula programs that our states rely on.

Principle Two: Reforming and modernizing federal programs and policies to increase efficiency. We all know that, as currently structured, federal requirements can add red tape that increases costs and slows down project completion. We all want to deliver transportation

environmental review process for projects, and discretionary grants and loans requirements. By reforming and modernizing these requirements, we can create certainty for partners who make these projects happen.

Principle Three: Addressing the variety of surface transportation needs across all states. Obviously, different states have different needs. I wouldn't expect West Virginia, with our mountainous peaks and valleys, to prioritize the same transportation projects as other states in different parts of the country.

By avoiding top-down mandates from Washington, D.C., we can provide the flexibility needed to address the individual improvements our states require. The Federal-aid Highway Program can support our common goals while ensuring that federal rules, regulations, programs, or policies recognize

2026. We must always be pragmatic, and work in a bipartisan fashion to develop a bill in the Senate that sets us up for a productive conversation on this reauthorization effort across both chambers of Congress.

At the end of the day, we all know how important our surface transportation is, and the role that it plays in keeping our country's economy and people on the move. There is an excellent opportunity ahead of us to make a pivotal impact on our transportation network, and one that I intend to see through.

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U.S. Sen. Shelley Moore Capito is the chairman of the Senate Environment and Public Works Committee, and serves on the Appropriations, Commerce, and Rules Committees. She is the chairman of the Senate Republican Policy Committee, making her the fourth highest-ranked Senate Republican.



American Chemistry is the bridge to stronger and better infrastructure



By Chris Jahn

NHL star Wayne Gretzky once said, “you miss 100% of the shots you don’t take.” When it comes to rebuilding our nation’s infrastructure, policymakers have repeatedly missed their shot thanks to “Infrastructure Week” mirages, budget battles and regulatory missteps. It’s time to take a real shot at finding a better and new approach to fixing America’s infrastructure -- one that involves chemistry.

The building blocks necessary to support everyday life come from chemistry, including materials needed for just about every aspect of our nation’s infrastructure. Building roads and bridges and upgrading energy transmission lines, water systems and transportation networks all relies on materials made possible by American chemistry.

Updating national infrastructure is one of the country’s biggest challenges

and greatest opportunities. Our industry prides itself on finding new and cutting-edge ways to take on big challenges. In fact, the chemical industry invested more than \$12 billion in research and development (R&D) on technological innovations in 2023, including new materials that can help make our country’s infrastructure better than before.

To meet this challenge, we need smarter federal policies that allow us to tap into the full power of chemistry. When it comes to rebuilding infrastructure, the role of the Environmental Protection Agency doesn’t typically spring to mind, especially the agency’s chemical review program. But it should.

People expect projects to be completed on time and on budget. Those same expectations should apply to the EPA when it comes to reviewing chemicals that are vital to national priorities.

After a promising start as a bipartisan effort, implementation of the Toxic Substances Control Act (TSCA) program has faltered, forcing our industry to try to meet the increasing demand for chemistry with one hand tied behind our back. TSCA is important because it is the gatekeeper for the use of thousands of chemicals that are needed for products we rely on for just about everything, including those needed to rebuild our country’s infrastructure.

When it comes to construction projects, there should be no patience for delays. People expect projects to be completed on time and on budget. Those same expectations should apply to the EPA when it comes to reviewing

chemicals that are vital to national priorities.

TSCA new chemical reviews, which are supported by industry fees, require the EPA to consider the safety of new chemical products before they go to market. These reviews are required by law to be completed within 90 days of submission. Despite that clear requirement, EPA chemical reviews often take years instead of months to complete.

Right now, there are 445 new chemicals under review by EPA, while only 38 are active and have not exceeded the 90-day statutory deadline. This means EPA is “making” less than 10% of the shots – and that’s an abysmal record. Some

work better would be for EPA to implement a shot clock, one that counts down the number of days it takes the agency to complete new chemical reviews. This countdown should be public and include an enforcement mechanism when EPA misses the 90-day deadline. This level of transparency and accountability would result in more timely and transparent reviews of chemicals.

Without changes to TSCA and accountability for EPA, more delays and uncertainty could make manufacturers less likely to invest in the R&D we need to bring new and innovative products to market in America. In fact, surveys of our member companies have shown that, instead of dealing with TSCA’s problematic New Chemicals Program, many have chosen to introduce new chemistries in foreign markets, where more predictable frameworks and quicker timeframes provide better certainty to support long-term investments.

Chemical manufacturers are all in when it comes to America’s infrastructure, since we depend on it every day. And we can provide vital contributions to making it better than ever. Teamwork and smart policies will give us our best shot at building out a modern infrastructure that will help boost our economy and help our country become a manufacturing superpower.

America’s future depends on infrastructure built with American chemistry.

Chris Jahn is president and CEO of the American Chemistry Council. For more insights on how American success relies on American chemistry, follow him on LinkedIn and @JahnChris on X.

new chemicals can sit for four or five years, sometimes more, awaiting review. In Asia and Europe, new chemicals are generally reviewed in as few as three to four weeks.

To make matters worse, EPA delays often occur without communication or explanation, leaving innovative chemistries to sit waiting in limbo while other countries plow ahead.

These delays hurt our ability to innovate, and they are holding America back. EPA must do better and act more quickly. That’s why we are urging the Trump administration to work with policymakers to make surgical improvements to TSCA.

For example, one way to make TSCA



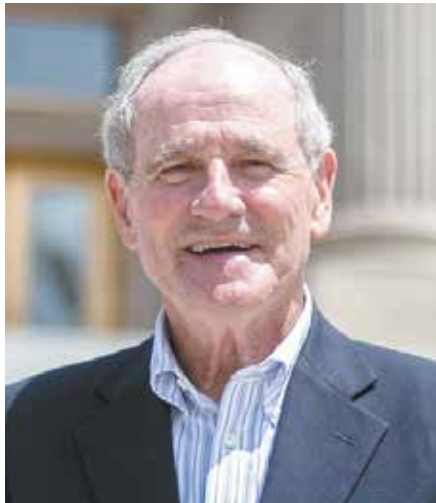
From building roads, bridges, and upgrading energy transmission lines, water systems and transportation networks—it all relies on materials made possible by American chemistry.



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Nuclear energy: The definitive solution to powering America's future



By U.S. Sen. Jim Risch, R-Idaho

America is experiencing a renaissance of significant industrial investment as businesses that were once outsourced return home and wide-ranging technological developments emerge.

This is good news and a sign that

Nuclear energy is America's creation. It helped power our rise to global prominence and will be essential in our mission to leave future generations a safer, cleaner, more secure, and more prosperous future.

our pro-America policies are working. However, with this growth comes a pressing challenge: a looming surge in demand for domestic electricity. To meet the moment, we must significantly expand our capacity to generate electricity that is reliable, always on, and available without risk of outage. Nuclear energy stands alone as the definitive solution.

Nuclear energy is America's creation. It helped power our rise to global prominence and will be essential in our mission to leave future generations a safer, cleaner, more secure, and more prosperous future. To achieve this, we must preserve our existing nuclear infrastructure while improving our ability to develop, deploy, and commercialize advanced technologies.

These efforts are essential to meet increases in electricity demand, fortify our domestic energy supply, propel advanced manufacturing, and protect national security.

In my home state of Idaho, the Idaho National Laboratory (INL) exemplifies this mission. The INL was the first place in the world to successfully demonstrate



COTE capsule unloading.

that a nuclear reactor could generate electricity, and today, it remains the flagship laboratory for nuclear energy. The INL is making significant progress in driving new nuclear research through initiatives like the Project Pele reactor, which will demonstrate the ability of mobile microreactor technology to provide safe, reliable, on-demand energy.

This is just the start. Over the next decade, a multitude of breakthroughs will begin demonstration, from microreactors to small-modular reactors and other advanced technologies. These reactors will provide a host of benefits, especially for supporting energy-intensive industries and rural areas.

Nuclear is the silver bullet for a

virtually limitless clean energy supply to power our future. To unlock its potential, it is essential that American nuclear technologies can advance beyond first-of-a-kind development.

While there is great interest in new nuclear technologies, the risks of early adoption are a significant barrier. Uncertainties in cost and timeline make it particularly difficult to provide the assurance investors and regulators require. To remain a global leader in nuclear and establish an infrastructure of advanced reactors that can meet growing energy demands, the United States and Congress must act decisively to mitigate these short-term risks, spurring investment and

ultimately protecting ratepayers.

This Congress, I will reintroduce my Accelerating Reliable Capacity (ARC) Act to create a limited risk reduction program for new, large capital investment commercial reactors. This will not be a handout. Project proponents will carry significant financial responsibility and undergo rigorous due diligence to reduce cost overrun risk from the offset. This legislation will not create a limitless backstop or incentivize poor practices but provide enough risk reduction to propel American nuclear energy forward in the critical period of early commercialization.

The ARC Act is a critical step for facilitating investment in advanced nuclear technologies that will meet our demand for clean, reliable baseload power and support technology, manufacturing, and communities nationwide. But the implications of this investment extend far beyond our borders.

Globally, nuclear reactor construction is accelerating. To date, the U.S. has set the world's standards on nuclear safety and nonproliferation. However, Russia and China are rapidly gaining ground, even dominating the global market and supply chains for new nuclear projects.

This may seem like a distant issue when discussing nuclear to meet domestic infrastructure needs, but it isn't. If the U.S. fails to lead in delivering nuclear technology, our industries will struggle to compete, our economy will falter, and our security — at home and abroad — will be severely weakened. If we don't have viable, commercialized technology to sell, we are allowing our adversaries to overtake us in supplying nuclear technologies to the world. More consequentially, we risk becoming reliant on them for the very technology we pioneered.

The United States stands at a crossroads. Our nuclear energy industry can flourish and provide mass economic and security benefits — if we put it on the right footing.

As a nation, we cannot afford to turn a blind eye and miss this opportunity. By reducing risks and spurring investment in advanced nuclear, we can meet growing energy demands, fortify national security, and establish a robust national nuclear infrastructure to power our future. The time to act is now.

.....
U.S. Sen. Jim Risch (R-Idaho) is chairman of the Senate Committee on Foreign Relations and a senior member of the Senate Committee on Energy and Natural Resources.

It's time to reform the broken U.S. permitting system



By U.S. Sen. John Curtis, R-Utah

don't imagine many Americans are talking about federal permits around the dinner table, but really, they should. Why? Because they feel the consequences of a broken system every day. When they pay their energy bills, sit in traffic, or watch vital infrastructure projects stall for years — they're seeing firsthand what a system designed to unnecessarily say "no" looks like.

Despite widespread agreement that permitting reform is necessary, partisan divides, special interests, and legislative gridlock have prevented meaningful action. Republicans and Democrats both support reform, but they disagree on priorities. Republicans want faster approvals for energy and mining projects, arguing that excessive environmental reviews harm national security and domestic production. Democrats want to speed up permitting for renewables and power transmission lines but worry that broader reform could weaken environmental protections. The result is a political standoff where each side blocks progress on reforms that would benefit the other, leading to repeated legislative failures.

The National Environmental Policy Act (NEPA) is a major sticking point. Environmental groups oppose weakening NEPA, fearing that reform could lead to unchecked development. Industry leaders argue that NEPA causes years of costly delays and lawsuits, making projects infeasible. Finding the higher ground of common ground that cuts red tape while maintaining responsible environmental oversight has proven elusive. Special interests further complicate the issue. Activist groups use the current system to stall projects in court, sometimes delaying construction for a decade or more. Certain businesses benefit from the status quo,



The lack of permitting reform is not just a bureaucratic issue; it's an economic, security, and quality-of-life issue that affects every American. If Congress fails to act, businesses will continue to struggle with delays, consumers will face higher costs, and our nation will fall further behind in global competitiveness.

as delays prevent competitors from entering the market. Labor unions and industry groups support reform, but their influence is often overshadowed by environmental lobbying.

By design, legislating is hard work. Senate filibuster rules require 60 votes, making bipartisan compromise essential. House Republicans have passed permitting bills that go too far for Senate Democrats, while Senate proposals have included trade-offs that the House refuses to accept. Efforts to attach reforms to larger bills — such as the debt ceiling or infrastructure legislation — have repeatedly failed, leaving the issue unresolved.

The cost of failing to act on permitting reform is steep. Infrastructure projects will continue to face unnecessary delays, preventing needed improvements to roads, bridges, and transit systems. Energy prices will rise as domestic production and grid expansion are slowed by permitting

bottlenecks. Manufacturing growth will be stifled, making us more dependent on foreign supply chains at a time when we need to be strengthening American industry. Inflation will persist, as construction and industrial costs continue to rise. Our national security risks will worsen, as critical defense and mineral processing projects languish in bureaucratic limbo.

The lack of permitting reform is not just a bureaucratic issue; it's an economic, security, and quality-of-life issue that affects every American. If Congress fails to act, businesses will continue to struggle with delays, consumers will face higher costs, and our

nation will fall further behind in global competitiveness.

A permitting system that takes years, or even decades, to approve projects is not a system designed for a modern, competitive nation. It's a system designed to say "no" when we need it to say, "let's get to work." Permitting reform isn't just an abstract policy debate, it's a problem that affects every American's wallet, commute, and ability to keep the lights on in their homes. Congress must break the gridlock and pursue a balanced approach that reduces unnecessary delays without eliminating environmental protections.

Sen. John Curtis was elected as the junior U.S. Senator from Utah in 2025. He previously represented Utah's 3rd congressional district for seven years. He serves on the Senate Environment and Public Works, Commerce, Foreign Relations and Small Business Committees.

Promises made. Promises kept



By Christine Burgeson

Those of us who grew up in the 1980s know it was a period like no other. The clothes. The games. The music. Just about all of us asked for a Sony Walkman for our birthdays. Who didn't record songs off the radio on a cassette player? Rubik's cubes were all the rage. Weekend fun was going to the arcade with a pocket full of quarters or watching a Tom Cruise movie with friends. Family trips meant going to AAA to pick up paper maps. And many of us wrote term papers on a large computer and saved our work on a 3 and 1/2 inch floppy disk. Some of us remember the first cell phones that were as big as a brick or later came in a bag. That was all high-tech back then.

That was four decades ago — a full generation.

Surprisingly, floppy disks are still being used today to run the U.S. air traffic control system.

So are paper strips and copper wires.

It has been well reported for years that our nation's air traffic control system is in dire need of modernization.

Unfortunately, that dire need came into more focus after the tragedy of January 29 near Reagan National Airport. The NTSB is continuing to diligently investigate the causes, and their findings will help provide answers and clarity. At the same time, President Donald Trump and Transportation Secretary Sean Duffy are taking action.

Days after the accident, President Trump remembered the victims as he stood before a packed ballroom at the National Prayer Breakfast. He vowed to honor their memories by making improvements to the stressed air traffic control (ATC) systems and upgrading them from "obsolete equipment."

Shortly thereafter, Sec. Duffy appeared on Newsmax and pointed out that the old ATC systems desperately need to be modernized, and he complimented controllers who are doing a



Air Traffic Control Tower at Phoenix Sky Harbor International Airport in Phoenix, Arizona.

We must replace paper strips and floppy discs with modern, 21st-century technology. This will result in more safety redundancies while reducing costs and inefficiencies as well as strengthening American competitiveness.

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great job working with the antiquated equipment day in and day out. He ended the interview saying, "Let's make it better."

And just last week, Sec. Duffy joined "Fox and Friends," where he announced the Trump Administration will build a "brand new state-of-the-art" ATC system, and pledging to act with urgency.

"Top technology is going to be deployed," he said. "The key to this is speed ... technology changes and money changes — administrations change. So, we have to do this really fast."

A plan will be announced in the "next couple of days," he added, before concluding that Congress needs to work with them to fund this effort up-front and expeditiously.

The Trump administration is delivering on its promise to protect and ensure the safety of American travelers in undertaking this historic effort. These critical changes cannot happen without the support and funding from Congress, and lawmakers are encouraged to swiftly pass an emergency supplemental

funding bill to bring about this critically needed upgrade.

Emergency funding should address three key changes needed to take place in the National Airspace System:

- Recruit and maintain a sufficient, skilled air traffic controller workforce
- Innovate ATC technologies
- Implement multi-year funding reforms that will allow the Federal Aviation Administration (FAA) to plan long-term capital projects

It's no secret our nation's air traffic controller workforce is critically understaffed and chronically overworked. Controllers across the country are forced to work 6 days a week, for up to 10 hours a day.

A June 2023 report from the DOT's Inspector General found "FAA continues to face staffing challenges and lacks a plan to address them, which in turn poses a risk to the continuity of air traffic operations." Today, the FAA is nearly 3,000 controllers short, and of the more than 300 ATC facilities across the nation, only 23 meet staffing standards.

We must update and upgrade the antiquated technology being used. We must replace paper strips and floppy discs with modern, 21st-century technology. This will result in more safety redundancies while reducing costs and inefficiencies as well as strengthening American competitiveness.

The FAA also needs a long-term fix to its budgeting so it can plan for the future of flight. Right now, the FAA's budget is determined through annual congressional appropriations, and it is subject to all the federal budget discretionary spending limits. The FAA needs more long-term planning certainty, like five-year appropriations, to take up these capital projects. This would bring the FAA's Facilities and Equipment budget more in line with other critical infrastructure programs,

like the Harbor Maintenance Trust Fund, while Congress keeps its important oversight role.

This overhaul is a big undertaking, but it will be investing in a system that millions of Americans use every single day. These projects are long overdue, and significant revisions and investment are needed.

"I think we have a government that is far too bloated and far too fat. We can go on a diet, but that doesn't mean we don't see points that need investment, and this is a place that we need investment," Secretary Duffy said this month.

We are grateful to President Trump and Secretary Duffy for their leadership and for understanding that the cost of doing nothing far outweighs the cost of investing in our national airspace. We are calling on Congress to come to the same conclusion and stand in unison with the administration to make these critical infrastructure changes a reality.

Christine Burgeson is the Senior Vice President of Global Government Affairs at Airlines for America (A4A), the trade association for the leading U.S. airlines, both passenger and cargo carriers, which promotes safety and security. Every day, U.S. airlines transport 2.7 million travelers, 61,000 tons of cargo and operate 27,000 flights while supporting 10 million U.S. jobs and 5 percent of GDP.

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The days of floppy disks must end!

Congress should act with urgency to approve emergency funding to modernize our air traffic control system.

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Border fence between the United States and Mexico in Nogales, Arizona.

The people have spoken: Finish building the wall



By U.S. Sen. Katie Britt, R-Ala.

As President Donald Trump begins his second term in the White House, there is one infrastructure project that towers above the rest: the construction of a wall on our southern border.

President Trump made significant progress in his first term toward completing a southern border wall, and with Republican majorities in the House of Representatives and the Senate, now is the time to finish the job.

When the American people sent President Trump back to the Oval Office in November, they delivered a verdict. They let lawmakers in Washington, D.C., know that they would no longer tolerate

elected officials neglecting the needs of the people they're meant to represent.

For four years, the previous administration ignored the crisis at our border, thus ignoring the safety and security of the American people. That ended when the GOP took control of both chambers of Congress and when President Trump took the oath of office for the second time.

It's why I reintroduced the WALL Act in January.

But we would not stop there. The WALL Act would impose monetary fines on illegal aliens and immigrants who overstay their visas, creating another source of revenue with which to build the wall.

Not only would the WALL Act not add to our national debt, but it would also actually save significant money.

The Joint Committee on Taxation estimated in 2018 that enacting the provisions in this bill would save our

The WALL Act would save both dollars and lives, and there can be nothing more important than keeping our country safe and restoring fiscal responsibility to our government.

It is long past time to finish building the wall, and this bill would put us on the path to doing just that. It would appropriate the funding necessary to complete construction of our border wall and allow President Trump to do so without raising taxes on American citizens or increasing our national debt by a single cent.

We would fund the wall by eliminating taxpayer-funded entitlements and tax benefits for illegal aliens. We would also close the loopholes illegal aliens have taken advantage of for four years, meaning the benefits intended for citizens and legal residents would only go to citizens and legal residents.

country \$33 billion over ten years. The WALL Act would save both dollars and lives, and there can be nothing more important than keeping our country safe and restoring fiscal responsibility to our government.

President Trump has taken significant steps to address illegal immigration in his first few weeks in office. Immediately after being sworn in, he signed a series of executive orders to curb the crisis at our border. He ended catch-and-release for illegal aliens, reinstated the Remain in Mexico policy, cracked down on criminal sanctuaries, and enhanced the vetting and screening of migrants attempting to enter our country.

And we're already seeing returns: Illegal border crossings dropped to the lowest levels on record during the month of February, decreasing by 94% from February of last year and 96% from the all-time high in the Biden administration.

As a member of the Senate Appropriations Committee — and chair of the Homeland Security subcommittee — it is my mission to provide President Trump his team the resources they need to enforce our country's laws and end the border crisis once and for all.

To do so, we'll need to make a lasting impact. The WALL Act will do just that. It'll keep our border secure and help our CBP agents do their jobs.

For many Americans, the word "infrastructure" may conjure images of road maintenance and bridge construction, and to be sure, these are critically important projects. But what the WALL Act demonstrates is that the strength of our country's infrastructure is also the strength of our national security. Turning the WALL Act into law will ensure both are strong for years to come.

Sen. Katie Britt has been the junior U.S. Senator for Alabama since 2023. She chairs the Homeland Security Subcommittee of the Senate Appropriations Committee and the Housing, Transportation, and Community Development Subcommittee of the Senate Committee on Banking, Housing and Urban Affairs.

Make America build again



By U.S. Rep. Sam Graves, R-Mo.

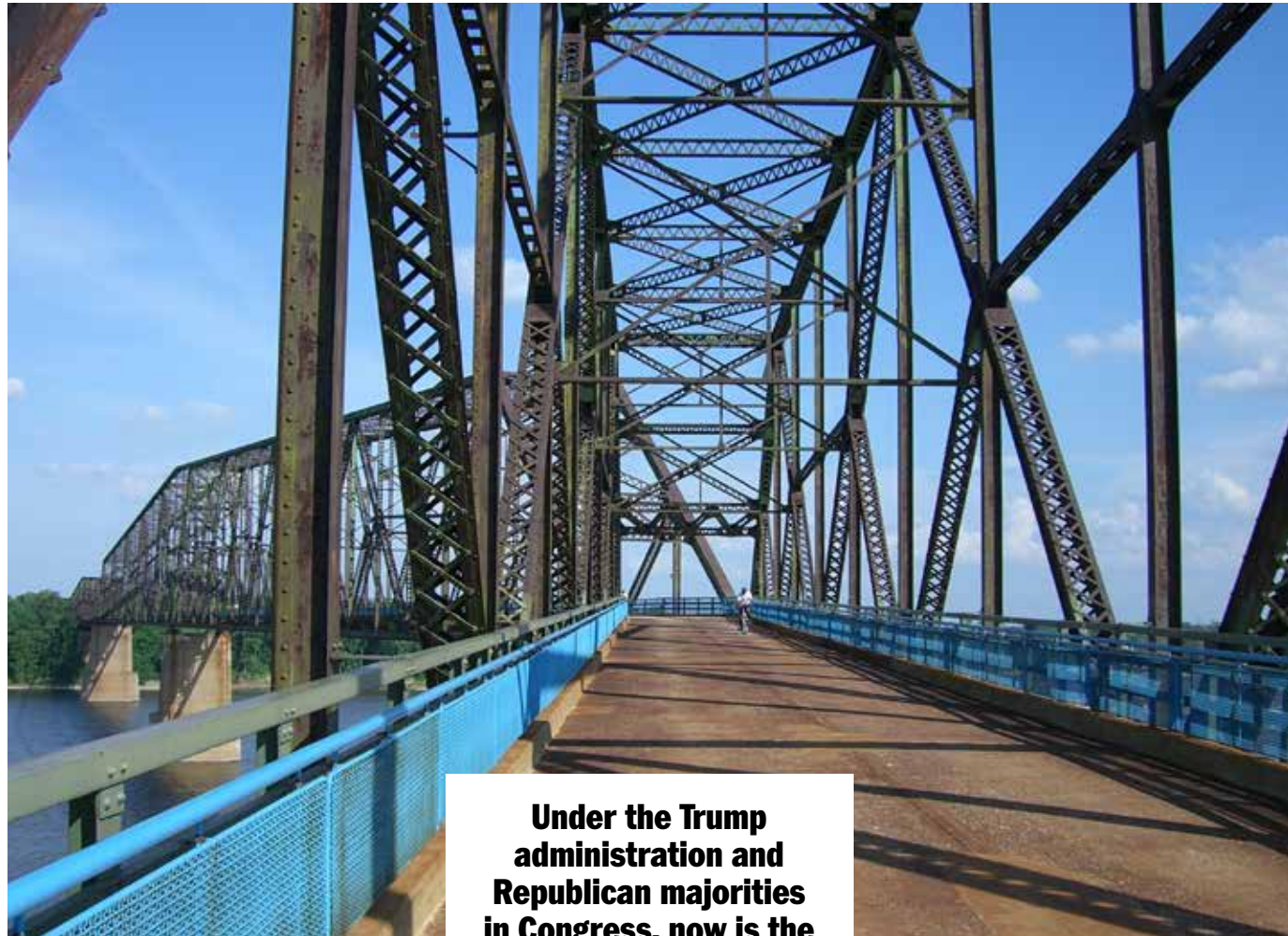
Safe transportation and dependable infrastructure are essential to the American economy, our national security, and the everyday lives of Americans. Simply put, there is nothing in our country that does not rely on it. However, over the last four years, the Biden administration prioritized many of its own wants and initiatives over legitimate transportation and infrastructure needs.

With Donald Trump back in the White House, funding and focus can return to the types of infrastructure projects America truly needs. As Chairman of the House Transportation and Infrastructure (T&I) Committee, I'm ready to focus on improving America's hard infrastructure – such as roads, bridges, ports, pipelines, and water infrastructure.

President Trump is a builder who will get America back to building real infrastructure. He knows the challenges of trying to keep a major project on schedule and within budget. In that spirit, T&I began the 119th Congress with hearings focused on building infrastructure in America. Under the Trump administration and Republican majorities in Congress, now is the time to address the issues that have long plagued major American infrastructure projects.

Too often, infrastructure projects exceed their budgets and fail to stay on schedule. In 2023, the Associated General Contractors of America reported that 72% of contractor firms said their projects took longer than scheduled, and 84% reported going over budget. It's time to support our builders and workers by giving them the tools they need to complete projects more efficiently and streamlining the project delivery process.

These goals go hand in hand with any infrastructure issue, but especially one of the committee's top priorities this Congress: legislation to reauthorize our



Under the Trump administration and Republican majorities in Congress, now is the time to address the issues that have long plagued major American infrastructure projects.

nation's surface transportation programs, commonly known as the "highway bill."

This committee will approach the next highway bill in the same way we tackled the FAA Reauthorization Act and the Water Resources Development Act last Congress. Those bills were signed into law after passing the House and Senate with overwhelming bipartisan support. Similarly, the highway bill will be a collaborative process. Our committee will solicit input from members of Congress and stakeholders, and consider all ideas, but members' priorities will drive this legislation.

The President and T&I Republicans agree that we should focus on the fundamentals of transportation and infrastructure – investing in projects that support the safe and efficient movement of people and goods, ensuring a strong supply chain, giving states the flexibility to build the bridges and roads they need, helping create good-paying jobs for Americans, and cutting federal bureaucracy.

As part of our effort to support American builders and workers, the committee is evaluating current permitting regulations. One of the obstacles for infrastructure projects is the weaponization of the Clean Water Act (CWA) and the National Environmental

Policy Act (NEPA). T&I Republicans have developed numerous proposals to improve the project permitting process while also protecting the environment. Last Congress, the House passed H.R. 1, the Lower Energy Cost Act, and the T&I Committee's H.R. 7023, the Creating Confidence in Clean Water Permitting Act, to provide common-sense reforms to both NEPA and the CWA permitting processes that support clean water while reducing regulatory burdens for the approval of energy and infrastructure projects.

We can no longer accept CWA and NEPA abuses intended to block critical infrastructure projects. That is why permitting reform is essential for President Trump's America First agenda and letting America build again. The president has already taken decisive action to provide immediate relief and certainty regarding federal permitting. On Day One, for example, he declared a national energy emergency, allowing the U.S. Army Corps of Engineers to speed up hundreds of new projects.

Under President Trump, the federal government is returning its focus to the home front and prioritizing the taxpayer. At T&I, that means scrutinizing investments and prioritizing traditional infrastructure, ensuring a safe and reliable transportation network, and cutting the red tape that prevents us from achieving those things. We will work not only to pass a long-term comprehensive surface reauthorization bill, but to also reauthorize pipeline safety programs; invest in our ports, waterways, and water infrastructure; ensure the U.S. Coast Guard has the resources to carry out its important border and national security missions; improve the safety of our transportation networks; and get America back to building.

This Congress, the Transportation and Infrastructure Committee will be focused on the fundamentals of actually building transportation and infrastructure.

Rep. Sam Graves represents Missouri's 6th congressional district and serves as the chairman of the House Transportation and Infrastructure Committee. Under his tenure, the committee has passed legislation such as the FAA Reauthorization Act and the Water Resources Development Act. Rep. Graves is also a member of the House Armed Services Committee.



America's interstate highway system: Efficient resource management for maintaining our inheritance

By Laura O'Neill Kaumo and
Eric Ferrebee

In a 2018 magazine article, retired Army Reserve Lt. Col. Lee Lacy asked the question: "Who from the current generation of leaders will repair, rebuild, and expand the [Interstate Highway System]?"

Lacy also observed, "The IHS is an icon and marvel of man's ingenuity. Great leaders such as Dwight Eisenhower and Lucius Clay had the foresight to conceive and build a network of interconnecting highways that helped to shape and define postwar America."

Data estimates that over 80 percent of the nearly 47,000 miles of the IHS completed by the 1990s was constructed with concrete, and most of the IHS remains in service today.

The current generation of leaders has the tools at their disposal to be the ones who expand, strengthen and rebuild that infrastructure. In working with a construction industry that is ready to take on the challenge, the focus should be on resilience and long-lasting performance, which will lead to increased safety, efficiency, and innovation. Cues can be taken from the IHS founders themselves. The Eisenhower administration knew it was important to achieve durability in the nation's infrastructure, building things to last. In 2025, it is time to think about how we build an even stronger and functional system.

With economic concerns dominating day-to-day construction decisions, the single best way to lower costs for the materials highway agencies use is to promote healthy competition. The most familiar kind of competition, when it comes to pavement projects, is intra-industry competition. Intra-industry competition occurs between bidders who will be supplying only one pavement material. To get more bidders involved,



The current generation of leaders has the tools at their disposal to be the ones who expand, strengthen and rebuild [U.S.] infrastructure. In working with a construction industry that is ready to take on the challenge, the focus should be on resilience and long-lasting performance, which will lead to increased safety, efficiency, and innovation.

it is helpful to implement inter-industry competition, where more design and material options are readily available.

In tracking public bid prices, it becomes clear that when additional layers of competition are introduced, the entire industry responds, and prices go down for surface materials including both asphalt and concrete. States with high inter-industry competition have been shown to pay approximately 8 to 29% less for pavement materials compared to states with low levels of inter-industry competition. Competition helps reduce pavement costs and can ultimately allow an agency to stretch existing funding and build and preserve more miles in a cost-efficient manner.

Another way to improve the efficiency of our infrastructure investment is to support rigorous asset management. To be cost-effective, DOT budgets should strike a balance between minor and major improvements (what has been dubbed a "mix of fixes"). This approach combines short-, medium-, and long-term pavement treatment activities that provide different service lives, thus reducing the amount of pavement to be repaired at any given time. A mix-of-fixes approach can achieve the same level of road quality for millions of dollars less, compared to continually relying on a "worst-first" repair strategy. DOTs should be encouraged to review a wide range of fixes to lower costs over

the long-term and promote the effective management of assets.

Determining the best long-term asset management strategy is a balancing act between limited financial resources and sustained highway performance. While short-term fixes are usually cheaper and therefore allow DOTs to stretch their budget over more of the pavement network during a given interval, taking only this approach can lead to a situation in which the entire network needs preservation or some other repair activity during the same interval. Mixing in long-term strategies that include resilient, yet economical solutions, such as concrete overlays, full-depth pavements, or any of a number of other engineered maintenance techniques, achieves consistency in the amount of work to be performed from year to year, lessening the likelihood of a funding crisis and lowering annual cost requirements while increasing safety and creating better overall road conditions.

Increasing federal infrastructure funding to support pavement projects is an efficient use of resources and leads to new jobs while benefiting taxpayers and communities throughout the country. Stretching tax dollars while maintaining the highly functional — and emblematic — highway system we have inherited is a worthy goal. Promoting effective inter-industry competition and taking a forward-thinking approach to pavement management systems are a big part of the solution. We have the ingenuity and materials ready to build an even better system than the marvel created by Eisenhower. The concrete industry stands ready to work. Put us to work!

Laura O'Neill Kaumo is president and CEO, American Concrete Pavement Association. Eric Ferrebee is senior director of technical services, American Concrete Pavement Association.



BUILD SMARTER.

OPERATE BETTER.

INVEST WISELY.

ACPA



American infrastructure represents the backbone of a thriving economy and safe communities. But with increasing demands and finite resources, efficient investment strategies are more critical than ever.

The key lies in strategic planning guided by data-driven decisions, market forces, and best-in-class asset management.

WHY SMART INFRASTRUCTURE INVESTMENTS MATTER

Effective use of funding doesn't just repair; it transforms. By ensuring resilient, efficient, and performance-driven infrastructure, you can deliver long-term value to communities while safeguarding financial sustainability. At the core of this transformation are approaches that rest on tried-and-true market systems, such as industry competition and active asset management.

THE LEGACY OF LEADERSHIP IN ACTION

Today's policymakers have an opportunity to strengthen the legacy left to us by the leaders who shaped our legendary Interstate Highway System... an opportunity to enhance operational efficiency while ensuring today's taxpayer dollars create long-term impact and last for generations to come.

YOUR CALL TO ACTION

It's time to lead boldly. Start with informed strategies that amplify taxpayer investments. The future of America's infrastructure depends on making wise decisions today. **Invest in concrete pavement for smarter, stronger, and enduring pathways for progress.**

**Contact the American
Concrete Pavement
Association to learn more.**



Infrastructure means jobs

By U.S. Rep. Rick Larsen, D-Wash.

America is building. We are finally modernizing infrastructure and transportation systems— thanks to historic funding levels from the Bipartisan Infrastructure Law (BIL). This investment, enacted by President Joe Biden with bipartisan support in Congress, is making the nation's transportation system much better off than it was four years ago. Now, we must keep it going.

Transportation policy works best when it is dependable and transparent, and endures across administrations.

Federal investment is improving infrastructure, creating jobs, keeping goods moving, enhancing safety and readying the future workforce.

BIL funds have supported over 90,000 new transportation projects across every Congressional district, according to the American Road and Transportation Builders Association. The investment we have made in our transportation and infrastructure is working. Let's keep it going.

Keeping our transportation systems in good repair, resilient, safe and ready for future freight and passenger demand requires thinking ahead and investing in the future.

In committee hearings this Congress, we have heard testimony that Congress did its job four years ago by providing transformational investments in roads, bridges, transit, rail, airports and ports. Many smaller communities are accessing infrastructure dollars for the first time, advancing safety projects and making it easier for people to get around their communities. The result: we are closing the infrastructure needs gap, creating jobs, delivering nearly \$600 in savings each year for American families, and upgrading the physical assets the country needs to remain economically competitive. But much more needs to be done, particularly in reducing roadway fatalities. Traffic fatalities devastate families and communities across the country.

Every witness at our committee hearings has expressed support for maintaining federal investment. Not one of the witnesses supported freezing infrastructure funding or indiscriminately firing public servants and hampering the capacity of federal agencies to deliver transportation solutions and create jobs.

BIL funding is tackling the biggest supply chain bottlenecks that drag



Rep. Rick Larsen speaks at the Launch of the Lynnwood Link service in Washington State.

down our economy and drive-up prices for consumers. The law dedicates \$7 billion in formula funds for highway freight enhancements; invests more than \$40 billion in bridge repair and replacement to make sure new bottlenecks don't form; and helps ports move cargo more efficiently, cleanly and competitively with over \$2 billion in Port Infrastructure Development grants.

This Congress, the Transportation and Infrastructure Committee has another opportunity to deliver a bipartisan infrastructure bill. The authorization for surface transportation programs expires in September 2026. Democrats on the committee stand ready to be strong partners in supporting all modes of surface transportation

and ensuring access to funding by multiple levels of government. We understand how the work of our committee affects the economy, supply chains, jobs, safety, mobility, opportunity and quality of life for the women and men we represent.

The President's rapid-fire executive orders and mass firings over the last few weeks have put billions of dollars, hundreds of thousands of jobs, and tens of thousands of projects at risk. These reckless actions are sowing chaos and causing project delays, which raise project costs. Transportation policy works best when it is dependable and transparent, and endures across administrations.

I will fight to provide the necessary

resources to create more jobs, protect the traveling public and support America's transportation workers. The American people need safer, cleaner, greener, and more accessible transportation, and I am prepared to work across the aisle to ensure these needs are met.

Rep. Rick Larsen has been serving as Ranking Member of the House Committee on Transportation & Infrastructure since the 118th Congress and has served on the committee since arriving in the House in 2001. Larsen was born and raised in Arlington, Washington. Rick and his wife, Tiia, live in Everett, Washington, and are the proud parents of two sons, Robert and Per.

Driving the energy future of AI development



By U.S. Rep. Brett Guthrie, R-Kent.

From the lightbulb to the computer, Americans have dreamt, built, and scaled the most advanced machines and technologies, changing the trajectory of human history for the better. These advancements resulted from business leaders and government officials working together to empower our most creative and brilliant innovators to take the lead and push the frontier forward — not from heavy-handed government mandates.

Sometimes folks in Washington, D.C., forget a basic truth: new technologies are an opportunity, not a threat. By embracing innovation, we have enabled generations of entrepreneurs to increase health and prosperity in our communities, create family-sustaining jobs, and ensure our nation's continued success.

Now, with the rapid development of new artificial intelligence (AI) applications, it's time to again embrace this uniquely American vision. Two principles that guide our work include providing access to affordable, reliable energy and rejecting suffocating regulation in favor of narrowly tailored governance of AI and digital technologies. If we strike the right balance, the United States will be well-positioned to dominate the industries of the future.

As chairman of the House Committee on Energy and Commerce, I've talked with manufacturers, builders, and farmers who are using AI to increase productivity and enhance worker safety. I'm excited to see Americans use new and emerging technologies across a range of industries, from health care applications detecting disease, to transportation, where autonomous vehicles promise to reduce accidents attributable to human error, to cybersecurity applications that help keep critical infrastructure up and running in the face of threats.

For AI to be implemented at scale in the U.S., we must have a flexible,



For AI to be implemented at scale in the U.S., we must have a flexible, pro-innovation regulatory environment ... Innovation – not regulation – will be key to U.S. AI dominance.

pro-innovation regulatory environment. While protections against harmful uses of AI are paramount, such as malicious deepfakes, federal and state lawmakers should avoid imposing duplicative and burdensome new regulations. Innovation – not regulation – will be key to U.S. AI dominance.

But to develop and deploy AI at scale, this burgeoning industry and its data centers require massive amounts of new energy production. We are converting energy into intelligence, and this calls for a generational change in how we produce affordable and reliable electricity.

With the dramatic expansion of AI data centers, the U.S. will need to double or triple our electricity load growth by 2028. In just two months, we have already held hearings on increasing energy availability, supporting our grid, and assessing implications for the AI economy.

Permitting reform is one way to help address the growing need for electricity. Today, 40% of electric generation in the U.S. comes from natural gas, but the way we permit isn't sustainable thanks to archaic processes and bureaucratic delays. It took an act of Congress to complete

the construction of the last major natural gas pipeline built in this country. When we are in control of our own energy development, production, and supply, we are more prosperous and secure and can maintain our competitive edge over the Chinese Communist Party (CCP).

Developing AI and securing our power grid are two of our best tools to respond to the aggression of adversaries such as the CCP. When bad actors attempt to undermine our supply chains and critical infrastructure, these technologies can help mitigate risks and respond to threats in real time. And if we fail to secure AI and energy leadership, China, who does not share our values, will fill the void. They will undoubtedly use AI to expand their surveillance state, disadvantage American innovators and workers, and undermine basic human rights.

If we don't seize the opportunities offered by AI, we will cede our leadership not only in this foundational technology, but also in all the other industries and sectors that rely on it. But by embracing this new technology and leading its development, we can create jobs and revitalize existing industries. The choice is clear: the United States must win the AI race or risk losing all the other races that matter too.

The Committee on Energy and Commerce will continue to hold hearings across our subcommittees, pass legislation, and work with business leaders, energy providers, and regulators to ensure that AI development and adoption are supporting the needs of the American people. As chairman of Energy and Commerce, I'm focused on working with President Donald Trump and his administration to make these investments in our AI infrastructure and our energy future a reality.

The president has already secured multiple hundred-billion-dollar investments that will put America on track to be the global leader we need to be during this critical time. While common-sense, tailored protections may be necessary, AI and the energy powering this new form of intelligence are integral parts of the future of our economy. This is a once-in-a-generation opportunity, and we won't let it pass us by.

Rep. Brett Guthrie represents Kentucky's 2nd congressional district. Following his military service in the Army, Guthrie joined a Bowling Green, Kent., based manufacturing business that was started by his father and represented the 32nd district in the Kentucky Senate. Guthrie was elected to the U.S. House of Representatives in 2008 and serves as the chairman of the House Committee on Energy and Commerce.

We need highways, bridges, and waterways. Burdensome permitting processes are in the way



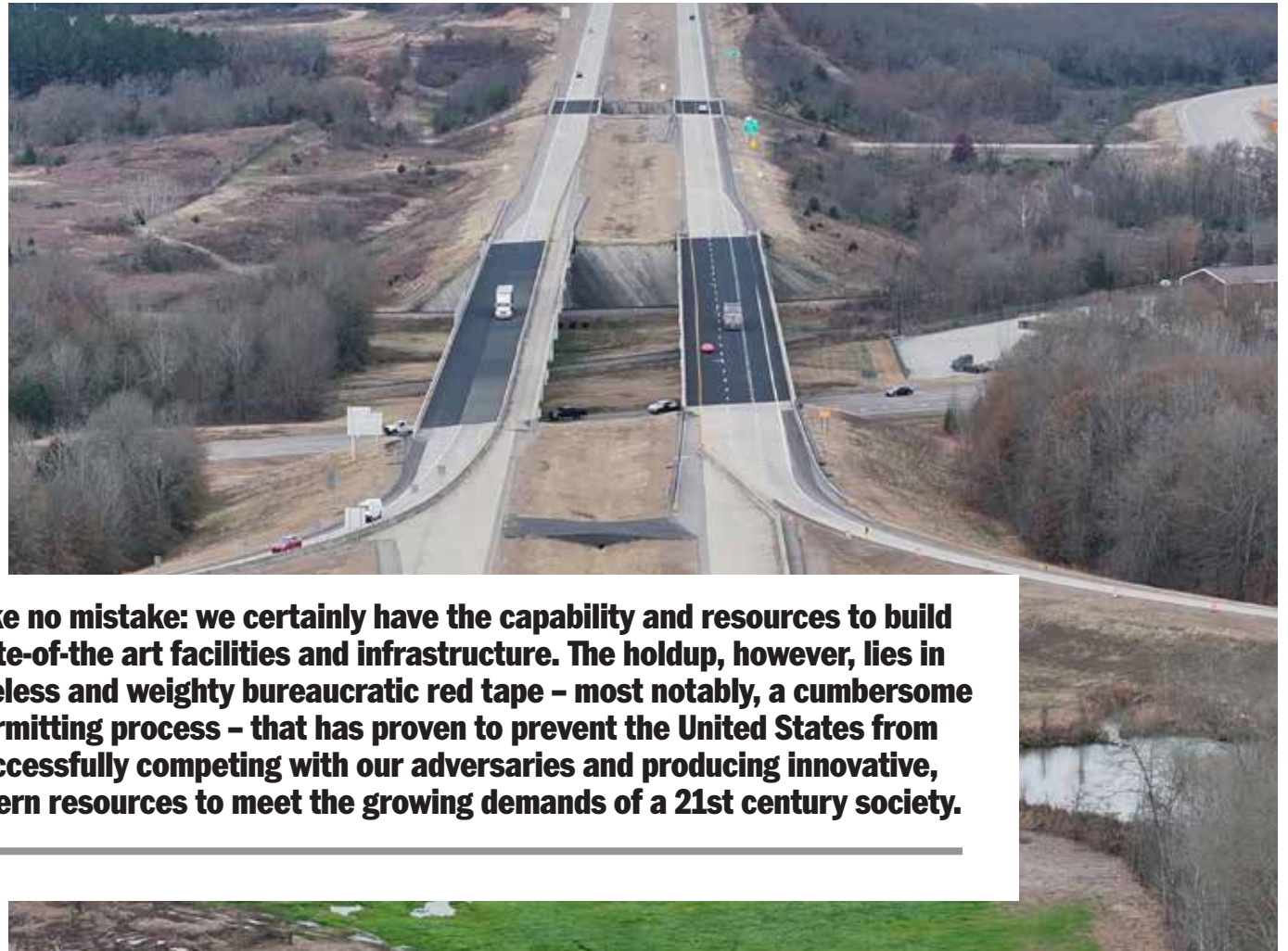
By U.S. Rep. Bruce Westerman,
R-Ark.

Once a powerhouse and frontrunner for innovation and expansion, the United States is now severely lacking in the ability to deliver infrastructure projects. Make no mistake: we certainly have the capability and resources to build state-of-the art facilities and infrastructure. The holdup, however, lies in senseless and weighty bureaucratic red tape – most notably, a cumbersome permitting process – that has proven to prevent the United States from successfully competing with our adversaries and producing innovative, modern resources to meet the growing demands of a 21st century society.

We see the current cumbersome permitting process restrict all areas of federal oversight. As the chairman of the House Natural Resources Committee, I'm certainly no stranger to the burden our permitting process places on the ability to produce crucial energy or create better forest management practices. And, as a member of the House Transportation & Infrastructure Committee, I see firsthand how the permitting process stifles innovation and production as it relates to necessary infrastructure, like the I-49 construction in Arkansas' 4th district, which I represent in Congress.

Looking back at our nation's history as it relates to transportation and infrastructure, one cannot overlook the immensity of President Dwight D. Eisenhower's implementation of the Interstate Highway System. By today's standards, this project is impossible. Eisenhower initiated this project in 1956, nearly half a century after the first automobile was built by Henry Ford, to

Make no mistake: we certainly have the capability and resources to build state-of-the art facilities and infrastructure. The holdup, however, lies in senseless and weighty bureaucratic red tape – most notably, a cumbersome permitting process – that has proven to prevent the United States from successfully competing with our adversaries and producing innovative, modern resources to meet the growing demands of a 21st century society.



Aerial view of the end of an interstate highway in Barling, Arkansas Interstate 49.

address numerous public and national safety concerns flagged in the wake of World War II. To this day, the Interstate Highway System connects Americans with travel and trade opportunities that would be otherwise impossible.

Arkansas is home to much of the McLellan-Kerr Arkansas River Navigation System (MKARNS). The MKARNS is a 445-mile navigation channel that connects Oklahoma with the Mississippi River. The waterway is supported by a remarkable system of 18 locks and dams, which make large-scale navigation safe and efficient for commercial and recreational vessels alike. These feats of engineering provide flood control, recreation, and more than one billion kilowatt hours of electricity per year. The commercial navigation capability provided by the locks and dams allows over 12 million tons of cargo to flow through the state, contributing over 40,000 jobs to Arkansans and adding a sales impact of \$5.5 billion. Nowadays, building just one lock and dam would, speaking very conservatively, cost hundreds of millions of dollars and

take years, if not decades, to complete.

Back when federal oversight wasn't nearly as oppressive and there was a greater emphasis on action over arguing, projects like these took half the time and cost taxpayers significantly less hard-earned money to produce. It's remarkable that we were able to build 42,000 miles of interstate in 35 years, with most of it already paid for -- while a current project in my district, reconstruction of a rock-surfaced road that services White Rock Mountain, which was washed out three years ago in a landslide, is still nowhere near complete.

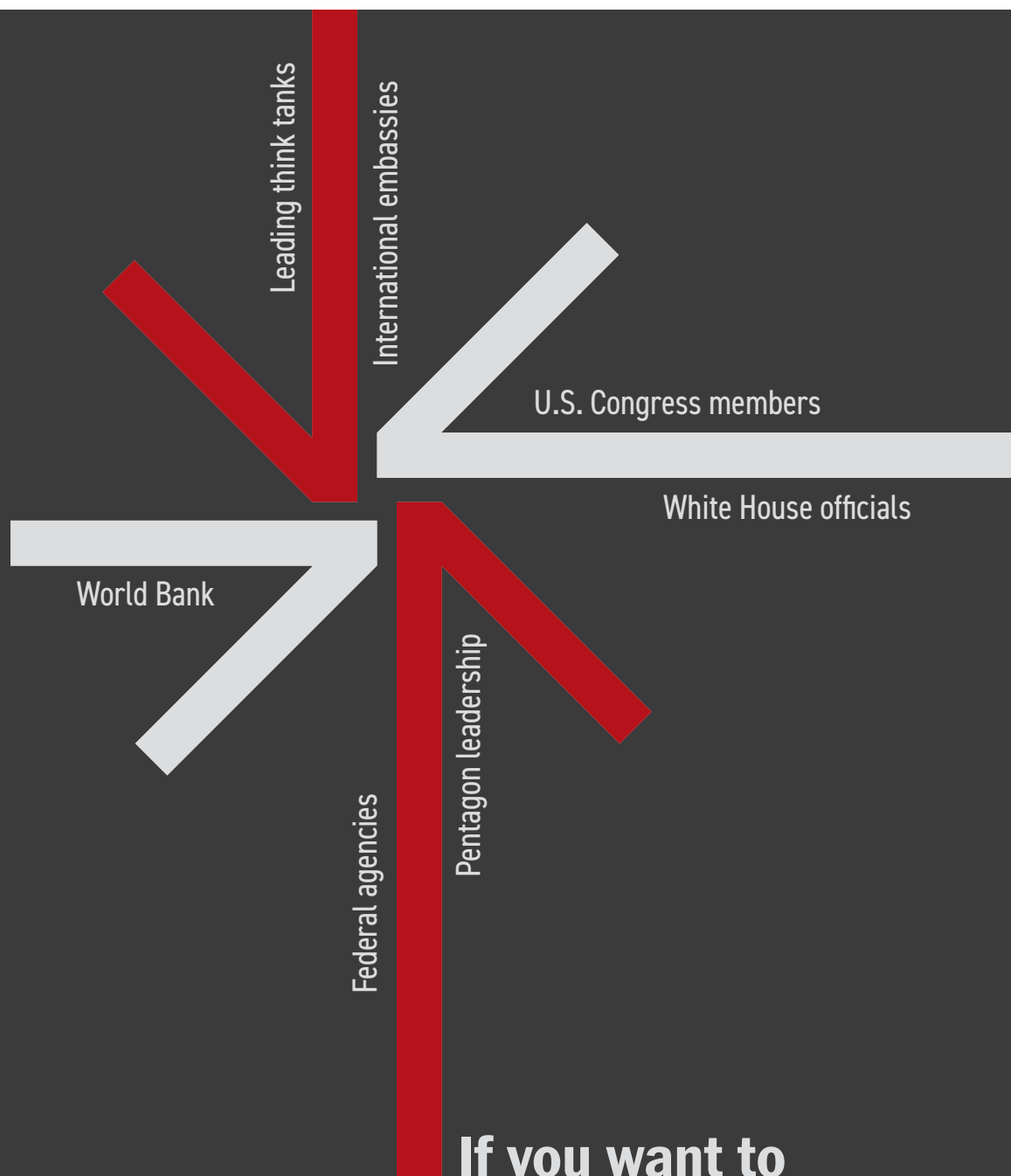
The large-scale projects we were once capable of completing, pouring thousands of miles of concrete versus less than a mile of gravel for the White Rock project, show how far backward we have gone thanks to impractical government overreach. These projects are staggering in comparison and should only further spur us toward following through on the permitting reform process.

President Ronald Reagan summed up the reality of burdensome federal red tape when he said, "Government's view

of the economy could be summed up in a few short phrases: If it moves, tax it. If it keeps moving, regulate it. And if it stops moving, subsidize it."

There's a grave danger to the constant regulation of systems designed to propel us into the future and prohibit us from being able to build necessary infrastructure. If we want to see projects completed in our lifetime and to compete with countries like China and Russia, the answer is in the permitting reform process. I look forward to working in the Transportation and Infrastructure Committee and in Congress to ensure vital projects are completed and government overreach is streamlined and reigned in.

Bruce Westerman represents Arkansas' 4th congressional district in the U.S. House of Representatives, where he serves on the Committee on Transportation and Infrastructure and is chairman of the Committee on Natural Resources. A Hot Springs native, Westerman is an engineer and forester by trade, an avid outdoorsman, and a proud husband and father of four.



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How confident are you in your drinking water?



By David Cole

As winter releases its grip, we naturally find ourselves spending more time outdoors. After mowing the lawn, enjoying a hike, or playing a ball game, nothing beats the refreshing taste of a cold glass of water.

But how confident are you that your water is clean? For generations, most Americans have trusted that their tap water is clean and free of chemicals that could create health concerns. That is because there is a very strong likelihood that the pipes that delivered the water to your house have been made from iron, either cast iron or today's modern Ductile iron pipe. Water utilities across the country employ over 90,000 miles of these pipes to safely deliver water to households nationwide. But increasingly concerns have arisen that some alternative pipe materials in the marketplace may not be as safe, particularly since their production processes involve toxic and volatile chemicals.

As president of the Ductile Iron Pipe Research Association, I am clearly a champion for Ductile iron pipes that are manufactured by our member-companies and used in drinking- and wastewater systems throughout the United States and Canada. Our pipes are manufactured domestically, using at least 90% recycled materials. Plus, they are 100% recyclable, a noteworthy benefit we take pride in — something that other material manufacturers, particularly the plastic pipe industry, cannot assert.

The most common type of plastic pipes found in drinking water systems are PVC pipes, which are made from the toxic chemical vinyl chloride. That chemical is currently undergoing a risk evaluation by the U.S. Environmental Protection Agency (EPA)



through the Toxic Substances Control Act (TSCA). Given the known health risks, the water industry should closely monitor this review, as it could lead to new restrictions on the use of vinyl chloride. In fact, vinyl chloride has

ensures that Ductile iron pipes will reliably deliver clean and safe drinking water to communities for generations.

Ductile iron pipe is the technological descendant of cast iron. That means it is known for being strong, long lasting,

Water infrastructure is largely “out of sight, out of mind” – until something breaks. But the strength and resilience of Ductile iron means that once it’s buried, it will perform without fear of cracking, even in the face of shifting soil, freezing or scorching temperatures, or severe weather events.

been classified as a human carcinogen since 1974, and the federal government has already banned its use in consumer products such as hair sprays, refrigerants, cosmetics, and drugs.

Strength and Resilience

Water infrastructure is largely “out of sight, out of mind” – until something breaks. But the strength and resilience of Ductile iron means that once it’s buried, it will perform without fear of cracking, even in the face of shifting soil, freezing or scorching temperatures, or severe weather events. This unparalleled strength, resilience, and durability

ensures that Ductile iron pipes will reliably deliver clean and safe drinking water to communities for generations. Ductile iron pipe continues to be as reliable as it was on its very first day of operation. This modern advancement builds upon the renowned qualities of cast iron, enhancing its legendary strength and resilience.

With an anticipated service life that runs well over 100 years, Ductile iron pipe is the most economical choice for water distribution when considering their entire lifecycle compared to other materials. This is an important consideration, particularly as utilities across

the country look to maximize their infrastructure investments, as the overall value and cost of drinking water pipes should be measured over their entire lifecycle. In other words, a trustworthy and long-lasting service life matters.

Catastrophic Events

In the face of intense weather events, we need assurances that drinking water supplies will be safe once the utilities get operations back online. Yet recent wildfires in California and Colorado have highlighted growing worries about water contamination.

In the aftermath of the Tubbs Fire (2017) and the Camp Fire (2018), concerning levels of the toxic chemical benzene were detected in the drinking water of the impacted towns. Depending on location, some residents in these areas went nearly a year without access to clean drinking water.

Independent researchers have indicated that melted plastic pipes and components in the towns’ drinking water system as a probable source of this contamination.

DIPRA conducted laboratory testing in 2022 that exposed Ductile iron pipe to wildfire like temperatures of at least 1500° F for a period of 45 minutes. After the pipe was removed from the heat and cooled down, the joint was disassembled, and both the gasket and restraining devices were examined. We found that the pipe suffered no observable physical damage, and the joint, which remained leak-free throughout the test, remained in excellent condition with no signs of deterioration.

In a striking contrast, independent testing of plastic drinking water pipes found nearly the exact opposite. Purdue University researchers noted in an article featured in Smart Water Magazine that, “In some of our tests, heat exposure caused more than 100 chemicals to leach from the damaged plastics.” Their study focused on heating plastic water pipes typically utilized in buildings and water systems to assess their reaction to fire conditions.

As a country, we invest a significant amount of money – public and private – into our nation’s water utilities to guarantee that we can confidently answer the question of whether our tap water is clean and safe. Ductile iron is the superior, made-in-America pipe, designed to convey clean, safe drinking water for generations, ensuring reliability and performance you can count on.

.....
David Cole is President of the Ductile Iron Pipe Research Association (DIPRA).



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SHUTTERSTOCK/TAWANSACK

Republicans and Democrats agree: We must defend the Jones Act

**By U.S. Reps. Mike Ezell (R-Miss.)
and Salud Carbajal (D-Calif.)**

As leaders of the Subcommittee on Coast Guard and Maritime Transportation of the House Transportation and Infrastructure Committee, we are committed to fostering a strong and reliable American maritime base that supports our national defense and strengthens our economy. The Jones Act — a century-old law that remains as crucial today as when it was enacted in 1920 — requires that goods transported between two points in the U.S. be carried on American-built, American-owned, and American-crewed ships. The Jones Act is quite literally the bedrock and foundation of our nation's commercial shipbuilding industrial base, and we proudly support it.

While we acknowledge the Jones Act has its detractors, the reality is that the law supports sustainable jobs, strengthens our national security, and safeguards our economy from foreign influence.

First, the Jones Act safeguards American jobs. The maritime industry supports nearly 650,000 jobs nationwide, providing stable, well-paying work for shipbuilders, mariners, dockworkers, and others. Without the Jones Act, these jobs would be outsourced to foreign shipyards and foreign mariners, harming American workers and weakening our economy.

Additionally, the Jones Act is critical to national security. A strong domestic maritime industry ensures we have the ships and workforce necessary to support our military and respond to national emergencies. The Jones Act helps maintain domestic shipyards and ship repair facilities,



This law is not just about protecting one industry; rather, it ensures America remains a maritime power, capable of defending itself and maintaining economic stability.

keeping our country from being reliant on foreign yards to build, repair, and maintain our military and merchant marine vessels. These vessels provide a strategic capability to the United States military during conflict allowing the expeditious transport of troops and supplies anywhere in the world.

Our nation's strategic sealift capabilities depend on a robust commercial fleet to maintain readiness in times of war or crisis. If we further weaken our maritime industry, we risk compromising our sovereignty and security. Keeping our shipping lanes under United States control isn't just an economic issue — it's a matter of national security.

The Jones Act also plays a key role in disaster response and recovery. When hurricanes or other natural

disasters strike, Jones Act-compliant vessels deliver emergency supplies quickly and efficiently. Without a strong domestic fleet, we would be forced to rely on foreign carriers, who may not prioritize American communities in crisis. Keeping our fleet in American hands guarantees reliable and immediate access to critical resources when disasters occur.

Finally, the Jones Act ensures we have a stable supply chain. In 2024, the U.S. imported and exported \$7.3 trillion in goods. The Jones Act plays a vital role in keeping our domestic maritime supply chain that American farmer's and businesses rely on under American control.

This law is not just about protecting one industry; rather, it ensures America

remains a maritime power, capable of defending itself and maintaining economic stability. On the Coast Guard and Maritime Transportation Subcommittee, we are focused on policies that protect American workers, strengthen national security, and bolster our economy.

Supporting the Jones Act is one of the best ways to achieve those goals, and we stand with the hardworking men and women of our maritime industry to defend it. The long-term benefits of this policy go beyond creating jobs — it is a pillar of American strength and resilience.

Republicans and Democrats Agree: We must defend the Jones Act. America's future depends on it.

Rep. Mike Ezell represents Mississippi's Fourth Congressional District, which includes the Mississippi Gulf Coast and parts of the Pine Belt. He serves as Chairman of the Coast Guard and Maritime Transportation Subcommittee on the House Transportation and Infrastructure Committee, where he works to strengthen national security, support maritime industries, and enhance coastal resilience. Before his election to Congress, Ezell dedicated more than 40 years to law enforcement, culminating in his role as Sheriff of Jackson County.

Rep. Salud Carbajal represents California's 24th Congressional District, encompassing Santa Barbara County and portions of San Luis Obispo County and Ventura County. He has served as the top Democrat on the Coast Guard and Maritime Transportation Committee since 2021. Prior to representing the Central Coast in Congress, he served for 12 years as Santa Barbara County Supervisor and 8 years in the United States Marine Corps Reserve.



A \$2 billion savings solution: Sell all unused federal buildings



By U.S. Rep. Scott Perry, R-Penn.

Seventeen of 24 federal agencies are using 25% or less of their headquarters office space, a recent Government Accountability Office study found, costing the American People roughly \$2 billion a year to maintain.

Even the highest-performing agencies didn't exceed 49% usage, and one admitted that even at full attendance, only 67% of their building would be occupied.

It's an outrageous waste of money, and the American people shouldn't continue to be saddled with paying for nothing.

No Keystone State family or small business would operate in such a reckless, unwise, and injurious manner.

While President Donald Trump

Improving Technologies (USE IT) Act (H.R. 6276), which requires federal agencies to use at least 60% of their office space or sell it.

The bill mandates the use of occupancy-tracking technology to measure actual office usage. Agencies must report on their space utilization annually, comparing occupancy to a benchmark of 150 usable square feet per person.

If a federal agency fails to meet the 60% threshold for two consecu-

While President Donald Trump and DOGE may have set bold goals in cutting waste, it's up to Congress, which controls federal spending, to ensure real, lasting savings.

and DOGE may have set bold goals in cutting waste, it's up to Congress, which controls federal spending, to ensure real, lasting savings.

To address this, I've introduced the Utilizing Space Efficiently and

tive years, the General Services Administration must take action, such as consolidating office space, selling excess properties, or adjusting lease requirements.

The bill also requires a plan to

consolidate agency headquarters in the National Capital Region to ensure the same 60% utilization, including co-locating agencies where possible, selling or disposing of unnecessary buildings, and prioritizing investments in offices that meet efficiency benchmarks.

The potential savings from these reforms are massive - not just in lease costs, but also in energy expenses and building operations.

The bottom line is simple: sell all unused federal buildings and return the savings to the American People.

Rep. Scott Perry is a combat veteran representing the 760,000 People of the 10th Congressional District of Pennsylvania since 2013. He serves on the House Committees on Transportation and Infrastructure, where he chairs the subcommittee on Economic Development, Public Buildings, and Emergency Management. Perry retired from the U.S. Army at the rank of brigadier general in 2019 after nearly 40 years in uniform. He resides in Northern York County with his wife, Christy, and their two children.

No free roads: Why reliable funding and technology matter for U.S. infrastructure



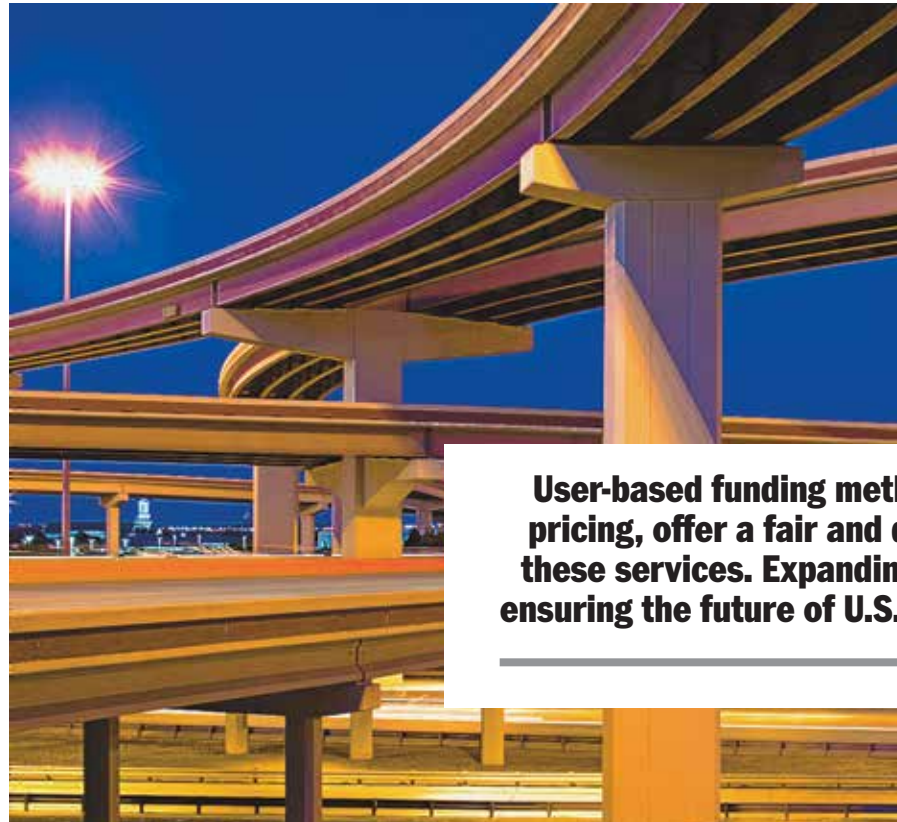
By Kathryn Clay, Ph.D.

As Congress looks ahead to the next generation of the federal surface transportation program — when the Infrastructure Investment and Jobs Act expires in September 2026 — the key question remains: how will we fund it? The U.S. is facing a \$786 billion backlog in highway and bridge projects, with more than 70% of that needed for basic repairs. At the same time, the Highway Trust Fund is expected to run out of money by 2028 due to declining gas tax revenues, driven by more fuel-efficient vehicles and alternative fuels.

With a growing gap between infrastructure needs and transportation revenue, finding sustainable, reliable funding is critical. America's economy, global competitiveness, national security, and overall quality of life depend on having safe, efficient, and reliable transportation systems. User-based funding methods, like tolling and road pricing, offer a fair and dependable way to pay for these services. Expanding these practices is key to ensuring the future of U.S. transportation investment.

Over the past 35 years, electronic tolling has transformed how road pricing works, making it easier and more efficient for drivers to pay for the roads they use. In-vehicle transponders and radio frequency technology allow tolls to be collected at highway speeds, without the need to slow down or pay with cash. However, a petition before the Federal Communications Commission (FCC) threatens this system by proposing to reduce the radio spectrum available for tolling, potentially interfering with toll transactions. This could lead to lower system performance, higher costs, and lost public revenue — outcomes that are simply unacceptable.

To safeguard America's



User-based funding methods, like tolling and road pricing, offer a fair and dependable way to pay for these services. Expanding these practices is key to ensuring the future of U.S. transportation investment.

transportation future, policymakers must take a two-pronged approach: modernize infrastructure funding and protect critical transportation technologies from interference.

A New Era for Infrastructure Funding

For nearly 70 years, the federal government has relied on fuel taxes to fund surface transportation, and states have done so for even longer. But this model has become unsustainable as fuel tax revenues decline, putting future federal and state transportation investments at risk. Since 2008, Congress has had to transfer over \$275 billion from the general fund to keep the Highway Trust Fund solvent, leading to more uncertainty and deficit spending.

There are no free roads — only roads funded by taxes or tolls. While raising new revenue is never popular, surveys show that motorists prefer paying tolls for specific projects rather than facing general tax increases. Motorists also support toll roads to improve driver options. Tolling is a voluntary, user-based fee, whereas taxes are mandatory. In 2023, tolls generated over \$23 billion, allowing states and local governments to invest in critical infrastructure without relying on additional taxes. Beyond funding, tolling can also help reduce congestion, improve efficiency, and support economic development.

While policymakers consider alternatives to fuel taxes like distance-based

road charges, tolling remains a proven and scalable solution. The International Bridge, Tunnel and Turnpike Association (IBTTA) supports eliminating current restrictions on tolling the interstate highway system and encourages expanding tolls for reconstruction and enhancements. We also support federal initiatives to support state and local programs in developing and implementing equitable mileage-based user fees as an alternative to fuel taxes. We urge the U.S. Department of Transportation (USDOT) to also progress the efforts of the federal Advisory Board recently appointed to advance a national pilot program of distance-based road charges. This work is crucial to address interstate challenges, like enforcement, administrative costs, standards, and interoperability.

Protecting the Spectrum for Tolling and Transportation

As funding debates continue, regulatory changes to the radio frequency spectrum also pose a threat to electronic tolling. For nearly four decades, toll operators have used the lower 900 MHz spectrum to operate toll systems. But now, the FCC is considering a petition to reallocate portions of the spectrum to support a proposed high-powered Position Navigation and Timing application and 5G broadband to address U.S. vulnerabilities with Global Positioning Systems. The proposal would also reduce the

available spectrum for tolling by more than 20%. If approved, this decision risks disruption of electronic tolling and many other government, industrial, and consumer applications. It would also provide a single commercial entity with a competitive edge worth over \$2 billion over other solutions that are less impactful to existing users. The consequences of moving ahead with this proposal would represent serious risks to toll collection, highway operations, and the public revenue streams that fund critical infrastructure projects.

The financial consequences of spectrum reallocation are staggering. If toll operators are forced to adapt to a disrupted signal environment, they would face an estimated \$2.4 billion in equipment and system costs to replace or modify existing assets. Additionally, there will be ongoing operating expenses to retune equipment and validate system performance as the competing system expands and adds users. Reducing the available spectrum would lead to missed toll transactions, billing errors, higher operating costs, and reduced public revenue—all of which could undermine public confidence in tolling systems.

A Call for Federal Action

IBTTA urges Congress, the White House, and federal agencies to advance sustainable and dedicated transportation revenue. By changing provisions in existing law that limit the use of tolling on the interstate highway system, we believe transportation investment can be enhanced and paid for by those that use and benefit from the priced facilities. With federal commitments to support state and local programs and a national pilot to develop and implement equitable mileage-based user fees, we can establish workable alternatives to failing fuel taxes. And finally, by denying the current petition for rulemaking in the lower 900 MHz band, the FCC can maintain an environment that enables current users to continue to thrive and provide significant benefits to consumers, government, and businesses.

Kathryn Clay is Executive Director and CEO, International Bridge, Tunnel and Turnpike Association (IBTTA)



No Free Roads. JUST A SMARTER WAY TO MOVE AMERICA.

America's roads are aging — and the money to fix them is running out.

Gas taxes no longer cut it. The Highway Trust Fund is nearly empty.

It's time for a smarter way to pay.

User-based funding is fair and effective—raising \$23 billion in 2023 alone to upgrade and maintain critical infrastructure.

At IBTTA, we represent the people who keep America moving. We've been delivering solutions to big infrastructure challenges since 1932.

And we're ready to do more.



We're ready to work with Congress to deliver funding solutions that are fair, proven, and built for the road ahead.

Learn more at IBTTA.org



Paving the path forward: The crucial role of the highway bill in america's future



By U.S. Rep. David Rouzer, R-N.C.

The agenda for the 119th Congress is lengthy and important, and much of it has received a great deal of media attention. However, there is one major and important piece of legislation worthy of note which will affect every community in the country but gets little of the media spotlight: the surface transportation reauthorization bill, or “highway bill.” This important legislation is a significant opportunity to craft and implement policies to fuel economic growth, support well-paying jobs, and ensure the long-term sustainability of our transportation systems. For these reasons, this legislation is one of the most impactful bills we craft and pass under the jurisdiction of the House

Transportation and Infrastructure (T&I) Committee, and in Congress. It directly touches the lives of every American, enhancing the safety, efficiency, and reliability of our bridges, roads, and highways and is necessary for a more resilient transportation network to facilitate the timely movement of people, goods, and services.

President Donald Trump has laid

Treasury. These projects also provide opportunities for hardworking Americans. Every investment we make in our nation’s infrastructure spurs job creation and helps facilitate seamless movement that bolsters our economic standing worldwide.

Across the country, many bridges, roads, and highways need repair or replacement, and these critical proj-

infrastructure projects. Excessive bureaucracy and unnecessary delays can add years to construction timelines, driving up costs and slowing progress. Throughout my time in Congress, I have been committed to streamlining the permitting process and eliminating outdated regulations that stand in the way of efficiency. By removing these roadblocks, we can accelerate the completion of much-needed projects, ensuring our infrastructure investments deliver results faster and more effectively for the American people.

The surface transportation bill provides a vital opportunity to prioritize the safety and economic prosperity of the American people while ensuring we are responsible stewards of taxpayer dollars. To achieve this, our focus will be strategic infrastructure investments that drive long-term economic growth.

While policy differences are a constant in any Congress, we should all share a common goal of building a stronger, safer, and more efficient transportation system for our nation. Working together, we can make a surface transportation bill, one that delivers for every citizen, a crowning achievement of this Congress.

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Rep. David Rouzer was elected to Congress in 2014. He has served on the House Committee on Transportation and Infrastructure since his first term. He is currently chairman of the Subcommittee on Highways and Transit and a member of the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Throughout my time in Congress, I have been committed to streamlining the permitting process and eliminating outdated regulations that stand in the way of efficiency. By removing these roadblocks, we can accelerate the completion of much-needed projects, ensuring our infrastructure investments deliver results faster and more effectively for the American people.

out his vision for a “New Golden Age of America.” With President Trump in office and Republican majorities (although very slim!) in the House and Senate, we have an opportunity to deliver strategic investments in our traditional infrastructure and improve safety and reliability, all while deploying federal funding in the efficient manner that taxpayers deserve. The right investments in our roads, bridges, and highways are absolutely vital to our local economies and our competitiveness worldwide. Investments in these traditional infrastructure projects have the added benefit of generating and returning tax revenue back to the U.S.

ects must be addressed. This is not just about infrastructure. It is about protecting the millions of Americans who rely on these essential connections every single day. To further this effort, Department of Transportation Secretary Sean Duffy has been traveling across the country, identifying national needs and bringing valuable insights back to Washington. With these first-hand assessments, we are committed to creating a safer, more efficient, and more resilient transportation network for the future.

To deliver these projects on time and under budget, we must cut the regulatory red tape that often stalls critical

Infrastructure spending should be about people, not politics



By U.S. Rep. Mike Bost, R-Ill.

President Ronald Reagan once said improving our roads, bridges, and transportation infrastructure is “an investment in tomorrow that we must make today.”

He was right. It’s not just about pavement and steel; it’s about economic growth, public safety, and ensuring America remains competitive in a global economy for years to come.

Prioritizing rural roads and highways isn’t just good policy, it’s vitally important to keep America running.

In recent years, however, infrastructure spending began to prioritize pet projects over the core needs of hard-working commuters. Under the Biden administration, billions went toward initiatives like electric vehicle subsidies and bike trails, while the roads and bridges that families, truckers, and farmers depend on were left in the dust. Meanwhile, supply chains bottlenecked, roads cracked and crumbled, and government red tape slowed down critical projects for years. Enough is enough.

I’m thrilled to have President Donald Trump back in office because, as a business leader, he gets these issues better than most politicians ever could. I grew up in a family trucking business. I know firsthand how vital our roadways, railways, airways and waterways are to keeping America moving. As a member of the House Transportation and Infrastructure Committee, I look forward to working with the president on common-sense solutions to make our infrastructure safer, grow the economy, cut red tape, and invest in rural America.



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One of my top priorities is addressing the national truck parking shortage. Any truck driver will tell you how hard it is to find a safe, legal parking spot at the end of a long shift. When truckers are forced to park on highway shoulders or in unsafe locations, it’s a danger to everyone on the road. We saw that in southern Illinois in 2023, when a commuter bus struck a tractor trailer parked on the side of an exit ramp with its driver resting inside. The deadly accident highlighted how important it is that we do something to fix the problem now.

That’s why I introduced the Truck Parking Safety Improvement Act, which dedicates federal funding to expand truck parking across the country. It will make our roads much safer when truck drivers are no longer having to push that extra mile to find a place to rest. It will

also strengthen our supply chain by supporting the men and women who keep it moving.

We also need to cut unnecessary regulations that delay infrastructure projects for years. I’ve co-sponsored legislation to streamline permitting for transportation and energy projects, like the Lower Energy Costs Act, so we’re not waiting decades to fix failing bridges or build new highways. The longer these projects are delayed, the more expensive they become. I’m thankful the Trump administration has made major progress in rolling back bureaucratic delays.

And while infrastructure spending often focuses on major urban areas, rural America like my district can’t be left behind. That’s why I’m working to improve water infrastructure, strengthen our inland waterways, and ensure federal funds reach the communities that

need them most – not just big-city pet projects. Farmers, manufacturers, and small businesses rely on well-maintained infrastructure to stay competitive. Prioritizing rural roads and highways isn’t just good policy, it’s vitally important to keep America running.

This isn’t about politics – it’s about people. It’s about ensuring our roads, bridges, and supply chains serve the hardworking Americans who rely on them every day. That’s the approach I’m committed to taking in Congress.

We need to ensure that every dollar spent delivers real results, because our country depends on it.

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Rep. Mike Bost has represented Illinois’ 12th congressional district since 2015. He serves on the House Transportation and Infrastructure Committee and chairs the Veterans’ Affairs Committee.

The nation's prosperity depends on our roads and highways



By Nile Elam

As Congress prepares to draft the next highway package before current funding expires September 30, 2026, the conversation around the future of American infrastructure is more urgent than ever.

Representing the 1,100-plus companies dedicated to the success of our surface transportation network, the National Asphalt Pavement Association (NAPA) is a steady, trusted partner to Congress, the White House, and agencies. Through our vast member network, our engineering-based innovations, and our decades of experience, we share policy insights and perspectives on what the nation's road network means to our economy and the role our federal government plays to keep it functioning.

Congestion on the United States' 4.2 million miles of roads, including more than 186,000 miles of interstate highways, is at an all-time high. Roads designed 50 years ago are absorbing significantly more traffic, heavier vehicles, and greater effects of weather-related events. As we onshore more manufacturing facilities and spur domestic job creation, this network must be equipped to handle increased movement and capacity.

To alleviate current and future problems, we must focus the reauthorization package exclusively on what truly keeps our citizens and national economy moving: our roads, bridges, and highways. These are the vital arteries that make up our surface transportation network.

While new discretionary programs like climate initiatives or public works have infiltrated past infrastructure bills, a singular focus on our surface transportation network will ensure

that the nation's roadways are efficiently maintained, facilitating smooth travel of people and goods, community connections, and economic growth for generations.

IIJA Transformative, but not without Challenges

The current highway package, the Infrastructure Investment and Jobs Act (IIJA), expires in just 18 months, on Sept. 30, 2026. While it may not seem pressing to some in Congress, the daily news cycle demonstrates that prioritizing such an important bill is paramount now, before our collective attention is distracted or we encroach on IIJA's inevitable expiration.

Despite IIJA encompassing the largest infrastructure package in modern times, it has not resulted in the historic impact many hoped it would. Supply chain disruptions, labor shortages, and inflation significantly reduced the bill's effects, demonstrating that price and resource stability can degrade even the most well-intended investments.

Additionally, IIJA simply tried to accomplish too much. Beyond what we traditionally think of as 'infrastructure' – bridges, highways, and roads – IIJA funded varied public works projects: clean drinking water, EV charging stations, rural broadband connectivity, and energy grid modernization, to name a few. These programs expanded the bill to more than \$1.2 trillion. Of that, only about \$550 billion was allocated for highways, roads, and bridges. The remaining monies were allocated toward transformative public works programs, some of which didn't exist prior to the bill's passage.

What's more, much of the spending in IIJA was designed to be facilitated by federal agencies, causing considerable delays in establishing and implementing new programs. In some cases, monies have yet to be spent, four years after IIJA's passage.

While the promises of IIJA remain unrealized, the U.S. surface transportation network cannot afford to regress.

The Future of Roads

Since the authorization of the Eisenhower Interstate Highway System nearly 70 years ago, our nation's road network has been continuously overutilized and underfunded. Without foresight, that's not likely to change. With more technologies entering the vehicle market, like fully electric drivetrains that aren't paying into the Highway Trust Fund and semi-autonomous vehicles that are changing the way we drive, newer cars and trucks using these same roadways

will generate considerably more wear and tear on surfaces due to their significantly heavier weight.

According to the American Society of Civil Engineers' 2025 Infrastructure Report Card, 39% of roads are in poor or mediocre condition, woefully underfunded, and under-maintained, with an estimated repair bill of \$684 billion. Meanwhile, the U.S. Department of Transportation estimates that traffic congestion and road repairs cost \$120 billion each year. Combined with vehicle repairs, that waste costs the average driver \$1,400 a year.

We cannot ignore such stark figures. They compel us to work toward a robust highway reauthorization package that focuses exclusively on surface transportation needs, fully funding this critical infrastructure. Roads, bridges, and highways provide the means for receiving timely medical care; safely getting our children to school; transporting building materials for homes, community resources, and corporations; ensuring access to law enforcement and military mobilization; and, as we've seen so far this decade, delivering everything from meals to medicines to our doorsteps daily.

Simply put, 'infrastructure' cannot be defined as a spectrum of wish-list projects and must adhere to what delivers for the American people and our shared economy.

2026: A Unique Opportunity

The solution is for the 119th Congress to embrace robust federal investment in our surface transportation network. It's their unique opportunity to focus the next federal highway package on true infrastructure programs – roads, bridges, and highways – to best utilize and maximize precious federal funds.

IIJA was efficient in applying formula funding for state departments of transportation across the country. More than 90% of the funds available under the highway reauthorization portion of IIJA were provided via proven, effective formula dollars.

Strategic use of additional discretionary dollars, without overreliance on them, gives local and state decision-makers the resources to best determine the needs of their communities. An overload of discretionary programs will certainly cause funds to be delayed or inefficiently distributed, as seen in the implementation of IIJA.

Keeping the next infrastructure package discreetly focused on surface transportation will provide robust but manageable funding, significantly reducing the total cost of the bill while

providing historic investments in, and fostering significant improvements to, our road network.

A Call to Action for the 119th Congress

A safe and efficient roadway system directly impacts economic productivity in every state, Congressional district, community, and household. With proper funding and maintenance, this system reduces delays and saves costs for businesses and consumers alike, whether commuting to work, shipping goods, or moving across the country. More than 90% of freight in the United States is transported by trucks. A fully funded highway system ensures the products they carry – ranging from critical raw materials to finished consumer goods – are delivered intact, on time, and at the least cost to the communities and people where they are needed.

To continue this efficient flow of people and goods, underpinning our nation's prosperity, the 119th Congress has a call to action – to invest in America, American companies, American workers, and American ingenuity. We built one of the most robust national highway systems in the world – an engineering marvel. We must commit to maintaining it.

NAPA is committed to working with our committee partners – House Transportation & Infrastructure Chairman Sam Graves and Ranking Member Rick Larsen, along with Senate Environment & Public Works Chairwoman Shelley Moore Capito and Ranking Member Sheldon Whitehouse – to ensure the next bipartisan surface transportation package achieves the proper funding and scope necessary to support our vital roadway network.

The next several months are critical as elected officials across the political spectrum in Congress draft, debate, and ultimately pass a new highway bill before Sept. 30, 2026. Asphalt pavement producers, laydown contractors, and their many supplier-partners are ready to pave America's path to future economic growth and prosperity.

Nile Elam is vice president for Government Affairs at the National Asphalt Pavement Association, which represents U.S. asphalt pavement producers, paving contractors, equipment manufacturers and distributors, suppliers, researchers, engineers, and consultants to advance asphalt pavements as an essential part of sustainable transportation infrastructure that paves the way for thriving communities and commerce.



ASPHALT KEEPS AMERICA MOVING.

More than 94% of roads and highways are surfaced with asphalt pavements. The industry provides more than 350,000 men and women with meaningful work. And there's an asphalt mix plant in virtually every Congressional district. We're actively invested in every community, facilitating connection and commerce.

As the industry's national voice, NAPA works with Congress, the Administration, Departments of Transportation, and numerous other stakeholders and partners to engineer smooth, safe, long-lasting roads. Passing a surface transportation package before September 2026 will ensure the quality and longevity of our roads, support communities across the nation, and strengthen our national economic competitiveness — paving the way for American success.

➤ **Asphalt. America rides on us.**



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Flowing forward: How Texas is leading the charge in water infrastructure



By U.S. Rep. Brian Babin, R-Texas

Texas has a long history of leading the way in transportation and innovation. From pioneering energy infrastructure to becoming home to NASA's Johnson Space Center, our state has helped drive America forward. As a lifelong East Texan, I've seen firsthand how critical infrastructure fuels growth and strengthens communities.

That's why, when I was sworn into Congress in 2015, I prioritized serving on the House Transportation and Infrastructure Committee to ensure a strong voice for critical infrastructure projects in East Texas, across our state, and throughout the nation. During my time on this committee, one thing has become clear: water resource projects are essential for protecting communities. Whether it's mitigating disastrous floods, keeping our ports and waterways safe and navigable for global commerce, or restoring ecosystems for everyone's enjoyment, water resources are vital to us all.

The U.S. Army Corps of Engineers plays a key role in these efforts, working alongside local communities to support levees, reservoirs, and waterways. Their expertise helps ensure that critical water projects move forward efficiently, benefiting residents and businesses alike. I've especially appreciated the strong working relationship my office has developed with their Galveston office as we continue to push for faster permitting processes, reducing delays and ensuring that essential projects are completed in a timely manner.

There's a phrase often attributed to General George S. Patton: "A pint of sweat saves a gallon of blood." In the world of water resources, this translates to the importance of investing in resiliency, thus ensuring our



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Austin Texas Skyline Cityscape at Sunset over Town Lake with Traffic and congested Capital city views.

infrastructure is built to withstand disasters rather than spending billions to recover from them.

For example, when Hurricane Ike slammed into the Texas coast in 2008, causing over \$30 billion in damages, it exposed the critical vulnerabilities in the infrastructure of America's fourth-largest city — Houston. It wasn't until after that devastating storm that we began work on the Ike Dike, a project designed

market, we need to continue investing in our ports and waterways to ensure capacity for larger vessels, safe and navigable channels, and opportunities for growth. The same growth in East Texas that I have witnessed over my lifetime is possible elsewhere; we must look beyond flood protection and to artificial intelligence to ensure the reliability of our aging electrical grid, delivery networks, and pipelines.

Whether it's mitigating disastrous floods, keeping our ports and waterways safe and navigable for global commerce, or restoring ecosystems for everyone's enjoyment, water resources are vital to us all.

to protect Galveston Bay from future storm surges and strengthen the region's ability to withstand future disasters.

This issue is not exclusive to Houston. Many of our major cities, in Texas and around the nation, are naturally vulnerable to coastal and riverine flooding. Dallas, Austin, and Fort Worth — respectively the ninth, eleventh, and twelfth largest cities in the U.S. — are all vulnerable to severe flooding that could be devastating and ultimately cost us billions in recovery.

For the United States to continue being a leader in the global energy

I am deeply proud to have been named "Port Person of the Year" by the American Association of Port Authorities in recognition of my efforts to expand our national investment in our waterways, an honor I am both grateful and humbled to receive.

As chairman of the House Committee on Science, Space, and Technology, I am responsible for fostering research across our nation's energy laboratories to bring energy independence back onto American shores and to optimize the management of our most crucial energy assets. We must be prepared

for every scenario, from catastrophic floods to freezing temperatures to powerful storms if we want to create a secure, reliable grid that Americans can rely on for decades to come.

Congressional Republicans and the Trump administration plan to deliver a Water Resources Development Act that strengthens our levee and drainage systems, deepens and maintains our ports and waterways, and protects cherished ecosystems. We'll deliver a surface transportation reauthorization bill to provide better highways and roads, safer bridges, and less urban congestion. And under this administration, our nation will continue innovating, collaborating, and ultimately unleashing American ingenuity in defense of our citizens and infrastructure.

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Rep. Brian Babin has represented Texas' 36th congressional district since 2015. He was sworn into the 114th Congress on January 6, 2015. Babin serves as the Chairman of the Science, Space, and Technology Committee and he sits on the House Transportation and Infrastructure Committee. These assignments provide him with a critical platform to serve the economic needs of the 36th Congressional District, home to NASA's Johnson Space Center, four deepwater ports, and numerous oil and gas refineries.

Building 21st century water infrastructure for our 21st century economy



By U.S. Rep. Mike Collins, R-Ga.

Infrastructure projects that provide safe and reliable access to America's ports and inland waterways are a vital part of our economic engine.

If America wants to remain a prosperous superpower, we need meaningful reforms that speed up maintenance and modernization of our decades-old locks, dams, ports, and levees.

As the new chairman of the House Transportation and Infrastructure Subcommittee on Water Resources and Environment, I am committed to working on those reforms. My subcommittee has jurisdiction over the U.S. Army Corps of Engineers (USACE) and specifically, its Civil Works program, from which the agency supports commercial navigation and flood mitigation to grow our economy and shield communities and agricultural land from devastating flooding.

Unfortunately, many of our most vital water resources projects that achieve those goals are old. Some dams are approaching or have surpassed 100 years in age, and 80% of locks are past their 50-year design life. But federal bureaucracy, red tape, environmental regulations, and nonsensical budgeting methods – so often the obstacles to American innovation – are preventing us from moving water infrastructure into the 21st century.

For example, one of the most vital locks to our nation's national security, the Wilson Lock and Dam on the Tennessee River in Northwest Alabama, was completed in 1924. According to the Tennessee Valley Authority, 3,700 vessels, many carrying defense and space industry assets, pass through the lock



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As we work to streamline the federal government under the Trump administration and make agencies do better for the American people, we need to bring the Corps along and help them serve taxpayers more efficiently and effectively by getting new construction and maintenance projects done faster, on budget, and on time.

The harbor in Savannah, Georgia located on the Savannah river.

annually – when it's working. The main lock, put into service in 1961, is beyond its service life and has been out of commission since September 2024, when cracks were discovered in the chamber gates and prime assembly. That means commercial interests trying to move goods down the Tennessee River to the Mississippi River and into the Gulf of America are relying on a smaller auxiliary lock until at least June 2025. That is significantly extending shipping time and causing terminals on the river that rely on the lock to shut down. USACE should start the process to modernize the locks immediately.

The Wilson Lock is a big project, but even something as simple as dredging a port – moving dirt from a channel so ships can come in and out safely – has in many circumstances become a years-long fight. Take for instance Georgia's Brunswick Harbor, which is the nation's busiest port for moving cars and heavy machinery. A project

to deepen the harbor was completed in 2007, and the only time it has been dredged to that authorized level was 15 years ago in 2010.

Why has it been 15 years? That depends on who you ask, but in my meetings with stakeholders and USACE, it seems to come down to at least two reasons: the Corps' inability to issue multi-year, commonsense contracts to dredgers, causing annual delays when the bid process breaks down, and a limiting regulation called the "Turtle Window." That environmental regulation is a seven-month period between April 1 and October 31 in which hopper dredges are not allowed to operate, even if there are hopper dredges available to limit or prevent the loss of turtles.

These are just a few of the many examples of challenges to water infrastructure modernization throughout the country. These failures do not mean that USACE doesn't perform a lot of good and important work – it

does. But as we work to streamline the federal government under the Trump administration and make agencies do better for the American people, we need to bring the Corps along and help them serve taxpayers more efficiently and effectively by getting new construction and maintenance projects done faster, on budget, and on time.

That's why I will be working with full committee Chairman Rep. Sam Graves, R-Mo., and the rest of our colleagues on Transportation and Infrastructure to find real solutions to these problems as we do our work this Congress. Together, we can – and must – build 21st century water infrastructure for our 21st century economy.

Rep. Mike Collins has represented Georgia's 10th congressional district since 2023. He is chairman of the House Transportation and Infrastructure Subcommittee on Water Resources and Environment.

Trump's regulation reversal: Revitalizing transportation and infrastructure



By U.S. Rep. Eric Burlison, R-Mo.

When President Joe Biden ascended to the Oval Office in 2021, the Left's radical progressive ideology took center stage, infecting policy at every level. Traditional markers of success — GDP growth, innovation, and development — were eclipsed by lofty liberal goals like net-zero carbon emission and 'equity.' As the country reeled from

By reversing Biden-era woke regulatory initiatives, President Trump is cutting the red tape, revitalizing American infrastructure and transportation networks, ultimately restoring confidence in America's economic future.

the impact of increased energy costs, debilitating environmental restrictions, and crippling inflation, the Biden administration marched on, prepared to subject Americans to another four years of backward policymaking.

But with President Donald Trump's decisive electoral victory, America is back. By reversing Biden-era woke regulatory initiatives, President Trump is cutting the red tape, revitalizing American infrastructure and transportation networks, ultimately restoring confidence in America's economic future.

Contrary to their benign titles, the most far-reaching policies passed under the Biden administration were wholesale attempts at remaking American infrastructure to meet the illusive demands of progressive ideology.

The Inflation Reduction Act, while marketed as a bill to reduce inflation, was little more than a Trojan horse for



leftist climate initiatives with a \$1.2 trillion price tag. Additionally, the so-called Infrastructure Investment and Jobs Act spent billions of dollars to subsidize electric-vehicle infrastructure, ultimately distorting the free market.

Not only did these climate measures fail to lower inflation or pass savings to taxpayers, they picked the winners and losers of the energy sector, ultimately diminishing consumer choice.

While billions in subsidies flowed to renewable energy companies, oil and gas producers were hampered with methane emission fees that raised costs across the board. Manufacturers, like automakers, burdened with higher production costs, were forced to cut

jobs. The trucking and freight industries, already struggling with high fuel costs, faced new emission standards that made it more expensive to operate diesel-powered fleets.

The Biden administration laid waste to America's energy infrastructure. Energy costs rose by 39%, gasoline prices grew by 48%, and electricity by 29%. In total, the regulatory oppression of the Biden administration is estimated to have cost \$2 trillion, in addition to untold costs in lost investment.

Trump's second term and the systematic reversal of Biden's regulatory minefield couldn't have come any sooner.

Within hours of entering office, Trump rescinded 78 of Joe Biden's

executive orders, undoing several Biden-era climate regulations and freezing funds to fruitless progressive pet projects. After less than a month in office, Trump also appointed a dedicated team to lead the agencies previously responsible for some of the Biden administration's most detrimental anti-growth policies.

Lee Zeldin at the EPA recently announced his initiative to prioritize permitting reform that will undo onerous climate impact reporting that has crippled American infrastructure. Secretary Doug Burgum pledged to renew oil leases and resume gas production. Sean Duffy, at the Department of Transportation, announced a rescission of a wasteful Biden-era climate rule that required states to track and reduce vehicle emissions on highways.

A clear message is being sent to the world: America is once again open for business. Businesses and stakeholders can move forward with confidence knowing that reliable energy, a streamlined permitting process, and a pro-growth regulatory environment is here to stay.

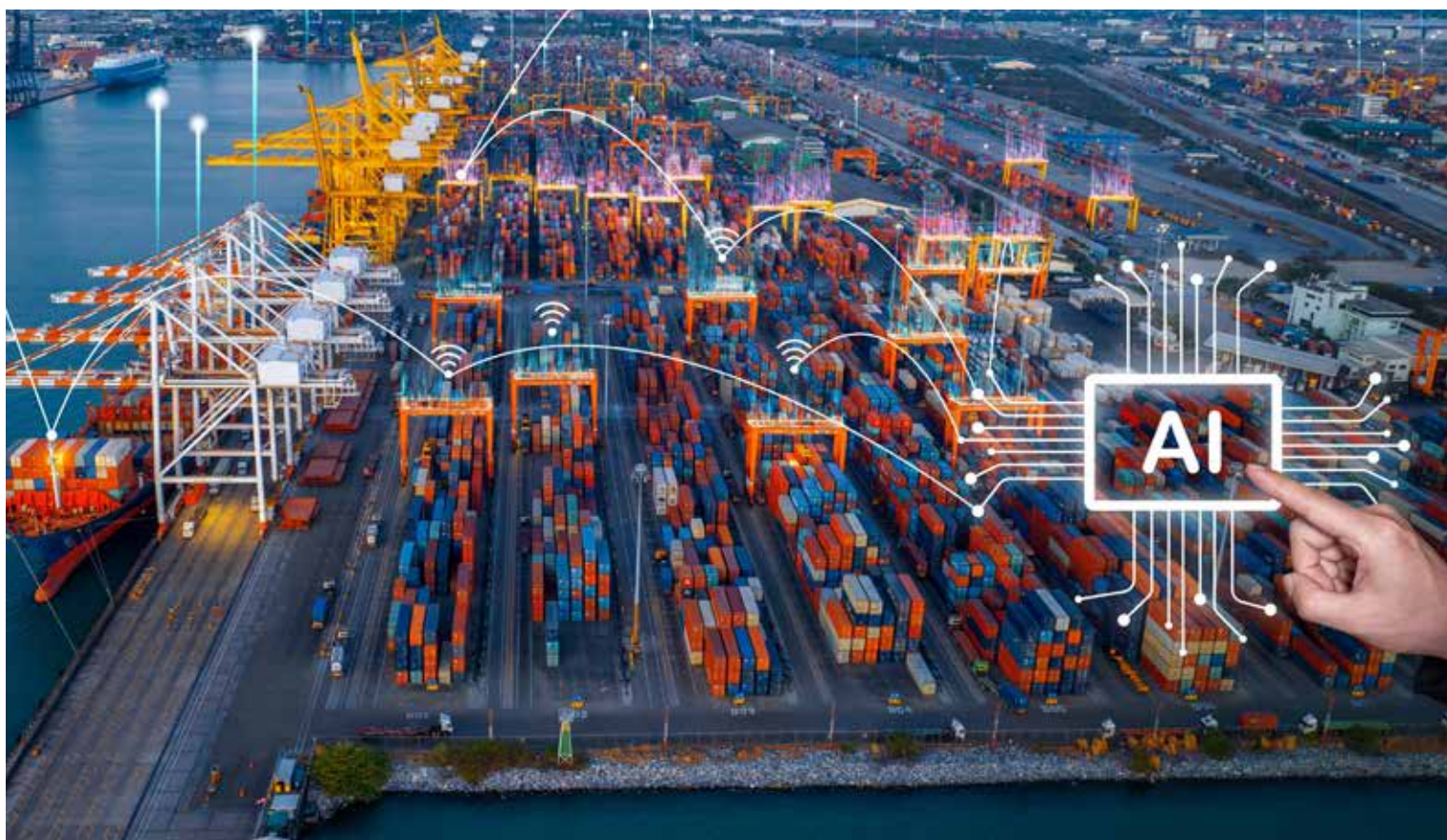
With the House set to vote on a multi-year surface transportation reauthorization bill this Congress, Republicans in the House must ensure the Trump administration's sweeping reforms are codified into law.

My Republican colleagues and I on the House Transportation and Infrastructure Committee will be working to ensure that federal dollars allocated to America's hard infrastructure exclusively prioritize safety, efficiency, and reliability.

With a renewed focus on policy that reduces regulation and cuts waste, like my UNPLUG EVs Act, Congress can finally give states the support they need to finish projects that directly benefit our constituents. A top priority of mine in Missouri's 7th district, for instance, has been I-44: a key commercial trucking corridor in need of expansion and improvements to safety.

With a revitalized transportation and infrastructure sector free of the oppressive climate regulations that defined the Biden years, the stage is set for America's next chapter. By focusing on the core needs of Americans, Republicans will not only undo the damage of the previous administration but also lay the foundation to support America's new golden age.

Rep. Eric Burlison has represented Missouri's 7th congressional district since 2022. He serves on the House Transportation and Infrastructure and Oversight and Accountability Committees.



An American Renaissance



By Rep. Jefferson Van Drew,
R-N.J.

The golden age of the United States of America promises unprecedented abundance for our nation. President Donald Trump's historic agenda delivers on this promise by, at long last, unleashing our technology and natural resources. Leveraging these forces towards increased efficiency will revitalize our manufacturing, infrastructure, and national strength. As a friend of the president, a member of the Committee on Transportation and Infrastructure, and co-chair of the Public Works Caucus, I am proud to be a part of this revolutionary project.

Artificial intelligence is an inflection

point that will guide all future technological advancement. Through his executive order on "Maintaining American Leadership in Artificial Intelligence," and the announcement of the Stargate project, President Trump has departed from former President Joe Biden's anti-technology agenda, with a clear vision to harness AI as a force for American power and prosperity. AI will

AI will integrate into systems including drones, cars, trains, boats, roads, bridges, sewers, factories, military assets, hospitals, power grids, and our very government, thus empowering us to build national capacity and wealth on a scale never before seen.

integrate into systems including drones, cars, trains, boats, roads, bridges, sewers, factories, military assets, hospitals, power grids, and our very government, thus empowering us to build national capacity and wealth on a scale never before seen.

To leverage this power, we need resources. We must utilize our own bounties of minerals, rather than outsourcing to countries with slave labor and no environmental protection. We must access our vast reserves of natural gas and further stimulate the domestic energy industry by encouraging exports. We should also develop sensible renewables like nuclear and solar energy. This energy boom will affordably power our

homes, businesses, hospitals, and the data centers needed to power AI.

We cannot realize this vision unless we fix our government's deep inefficiencies. Our government is storing records in limestone caves and running on 65-year-old software. Permitting on essential national projects drags on for years and years. This cannot go on, and technology offers us a way out.

The Department of Government Efficiency, formerly the United States Digital Service, is the vehicle for digital transformation of our government. USDS was in fact created by President Barack Obama for digital modernization but failed in this task. While DOGE is currently focused on financial audits, a top priority must be digital modernization of our government. This digitization should empower federal workers with AI tools and accelerate the speed of governance.

I work closely with the Federal Aviation Administration through southern New Jersey's FAA Technical Center for Advanced Aerospace. This facility, which is now being used to validate the

Starlink terminal system for air traffic control, was codified into federal law through last year's FAA Reauthorization. That same legislation directed the development of a comprehensive FAA Data Portal. The FAA should use this authority to build a database and workflow system that improves regulatory transparency and allows FAA employees to better coordinate complex certification and airspace integration projects. We should implement this same approach across all agencies and allow federal employees access to digital AI tools to much more quickly develop rules, assess impacts, and grant regulatory approvals. This transition to a technological republic is an essential step in achieving renewed national prosperity.

By leveraging technology, unleashing our natural resources, and accelerating the pace of our government, we will bring about the golden age of the United States. This renaissance will deliver generational prosperity for our nation and is exactly what the American people voted for.

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Rep. Jefferson Van Drew represents New Jersey's 2nd congressional district. He is a member of the House Transportation and Infrastructure and Judiciary Committees. He previously served three terms in the New Jersey General Assembly and four terms in the New Jersey State Senate. He and his wife have two children and two grandchildren and reside in Dennis Township.

Heading down the wrong track?



**By U.S. Rep. Daniel Webster,
R-Fla.**

The American people expect their transportation systems and services to be safe, reliable, and used for their intended purposes – not as conduits for illegal immigration, havens for rising crime, or targets for organized cargo theft. Yet America's rail system has faced scrutiny over all these issues, raising serious concerns about public safety and accountability. The Trump administration has successfully prioritized border security -- enforcing strong policies like the Remain in Mexico program -- but new vulnerabilities have emerged that must be addressed to prevent further exploitation. Federal funding mechanisms, such as FEMA's Shelter and Services Program (SSP), provide grants to local governments and nonprofit organizations to cover migrant transportation costs, including train fares. According to government reports, nongovernmental organizations (NGOs) spent approximately \$1 million on migrant travel in FY2021 using federal aid, with funds supporting bus, train, and plane tickets for migrants traveling to cities across the U.S.

In 2022, my Republican colleagues raised alarms that the Biden administration might use Amtrak to transport illegal aliens. Lawmakers specifically pointed to Amtrak's Sunset Limited route, which runs along the southern border, as a potential corridor for moving migrants inland. The Biden administration refused to answer my colleagues' inquiries, further fueling suspicions about the potential misuse of Amtrak for illegal migrant transport. This lack of transparency raises serious concerns about national security and public safety.

Beyond concerns over illegal immigration and the potential use of federal funds for migrant transport, Amtrak has experienced a troubling rise in crime, further straining the integrity of the rail



A transportation system like Amtrak that lacks proper oversight becomes vulnerable, not only to misuse for migrant transport, but also to criminal activity that threatens passengers and employees alike.

system. In recent years, violent crime and drug trafficking have increased on the rail system, placing law-abiding passengers and employees at risk.

According to recent reports, incidents of assaults, drug-related offenses, and other crimes on Amtrak trains and station are on the rise. The uptick in crime highlights the need for stronger enforcement and efforts to restore law and order. Failing to address these issues puts every American passenger at risk. A transportation system like Amtrak that lacks proper oversight becomes vulnerable, not only to misuse for migrant transport, but also to criminal activity that threatens passengers and employees alike.

This is not just about Amtrak. America's railroads have seen a dramatic increase in cargo theft, posing a major threat to commerce and supply chain security. Industry experts estimate that over 65,000 thefts occurred in 2024, a roughly 40% increase from 2023. These thefts not only result in millions of dollars in losses but also disrupt business with operational delays to repair or replace damaged infrastructure.

The combination of these issues paints a disturbing picture of a system that is failing the American people. If America's passenger and cargo rail system continues to operate without addressing these serious concerns, it will remain a tool for illegal activity rather than a trusted mode of transportation for goods, American families and the workforce. Addressing these challenges requires a robust strategy to protect the safety and integrity of America's transportation systems.

As chairman of the House Transportation and Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials, it is my priority to ensure that America's rail system operates safely and responsibly. The

American people deserve a transportation system that is secure, accountable, and not exploited for political or criminal purposes.

My colleagues and I will work closely with President Trump and his administration to implement stronger oversight, ensure transparency in federal funding, demand that Amtrak prioritizes the safety of its passengers, and encourage coordination of law enforcement to prosecute criminal operations. We will take decisive action to prevent misuse of taxpayer resources, crack down on rising crime, and restore integrity to our national rail system. The American people deserve nothing less than a transportation system that reflects the values of security, efficiency, and accountability. I am committed to making that a reality.

Rep. Daniel Webster represents Florida's 11th congressional district. He is a member of the House Transportation and Infrastructure Committee where he also serves as chairman of the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

It's time to accelerate modernizing America's infrastructure



By U.S. Rep. Mike Quigley, D-Ill.

There's an old saying about America's transportation system, "if it rolls, floats, or flies, it comes through Chicago." As a member of Congress on the congressional committee that funds transportation and housing infrastructure, I'm proud that



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Why ... are Americans not enjoying gleaming new bridges and less time in traffic? It is because, over the last fifty years, America's ability to build infrastructure has dramatically slowed, leading to increased costs and delays.

the city I represent is so integral to our nation's transportation system. But the infrastructure that has been so critical to my city, and our country's success, is quickly becoming obsolete, and replacing it is taking too long.

In its 2021 report card, the American Society of Civil Engineers gave the U.S. infrastructure system a grade of C-. That report card noted that 43% of our public roadways are in poor or mediocre condition, and that every two minutes in America a water main breaks, resulting in six billion gallons of water lost daily.

We are seeing the same story in Chicago. Metra, the Chicago commuter rail system, announced in January that 50% of its 446 bridges are more than 100 years old, and another 30% are more than 75 years old. While these older bridges are currently safe, they have surpassed their functional lifespan and are increasingly expensive to repair and maintain.

The impact of deteriorating infrastructure is not limited to the communities where it resides. As Maryland Governor Wes Moore effectively explained in this newspaper last year, America's infrastructure is all connected. Moore pointed

to the economic ripple effects of the tragic Francis Scott Key Bridge collapse reaching well beyond Baltimore. The bridge was the main thoroughfare for getting products up and down the I-95 corridor, and its collapse severed a link in the supply chain that businesses throughout the East Coast and Midwest relied on.

In November 2021, help was on the way to modernize America's infrastructure. Congress passed the largest infrastructure bill in decades, authorizing \$1.2 trillion in infrastructure spending. This funding was meant to repair and modernize all aspects of America's infrastructure and get our country building again.

So why, three and a half years after the bill was passed, are Americans not enjoying gleaming new bridges and less time in traffic? It is because, over the last fifty years, America's ability to build

infrastructure has dramatically slowed, leading to increased costs and delays.

The reason for this snail-paced approach to building is complex and rooted in good intentions. Complex zoning laws were meant to organize cities; environmental requirements were meant to protect natural habitats; requirements to buy building materials made in America were meant to support American labor; and the list goes on. But these well-meaning rules have created a regulatory web so thick that cutting through it takes enormous amounts of time and money.

The examples of delay are all around us. New York's Second Avenue Subway Line Project was first allocated funding in 2000 to build 8.5 miles of subway to connect parts of Harlem to Manhattan. Twenty-five years and nearly \$4.5 billion later, the line only has 1.8 miles of track

and three new stations.

In Chicago, a Project Study Group was assembled in 2013 to complete a planning and engineering study for the redevelopment of Lake Shore Drive, a scenic but deteriorating seven-mile roadway along the Chicago lakefront that was built in the 1930s through New Deal programs. Last year, 11 years after it started, the study was released and widely criticized as insufficient. The finalization of plans and the beginning of construction are still years and billions of dollars away.

Barriers to building are not consigned only to transportation; housing suffers from serious bottlenecks as well. Homelessness is at its highest levels, rents increasingly comprise more than 30% of family budgets, and home ownership is out of reach for most. Freddie Mac estimates we need 3.7 million additional housing units to meet demand because building has not kept pace.

These project costs and timelines would not be as concerning if this was always the norm in America. But that is not the case. In 1930, the Empire State Building was built in one year and 45 days. One year later, construction started on the Hoover Dam. It took five years to construct and was completed two years ahead of schedule. After WWII, thanks in part to the GI Bill, America built millions of new homes, with a 1950 Time Magazine highlighting one famous builder who built "a new house every 15 minutes."

There are some glimmers of hope. In 2023, when a piece of I-95 collapsed outside of Philadelphia, the Pennsylvania DOT rebuilt the interstate in 12 days — months ahead of schedule. Pennsylvania Governor Josh Shapiro commended decreased construction permitting timelines and creativity in finding cheap and accessible building materials as a few reasons for the superspeed rebuild. On the housing front, states including California, Colorado, and Massachusetts have led much-needed reforms to accelerate construction and reduce costs.

I am committed to pushing for more federal investment in our national infrastructure. But to maximize our investment, government bodies from Congress to local zoning boards must commit to breaking down barriers that are preventing infrastructure progress. Doing so will benefit all Americans and get our country back to building.

Rep. Mike Quigley has represented Illinois' 5th district for more than 13 years. He serves on the Appropriations Subcommittee on Transportation, Housing, and Urban Development.

Hydropower leads the way in energy infrastructure



By U.S. Rep. Dan Newhouse,
R-Wash.

With a unified Republican federal government, my colleagues and I in Congress and in the Trump administration are working to strengthen America's energy infrastructure and achieve energy dominance. Every energy source across the sector is key in achieving this goal, but my district in central Washington is home to a vital piece of infrastructure in that mix: hydroelectric dams.

As a proven energy source providing affordable power for over 30 million Americans, hydropower sustains low rates, even in times of high demand. Grids operate on a meticulous balance between production and usage, and hydropower's ability to respond to rapid changes in demand, and even store water for emergency use, makes it a necessity for places like the Pacific Northwest.

We are fortunate to have the benefits of hydropower from the four Lower Snake River dams that keep our grid secure during high-demand periods. Dams provide the Pacific Northwest with nearly 90% of its renewable energy and support transportation, flood control, agriculture, and recreational activities in the region. The dams along the Snake River allow the town of Lewiston, Idaho, to be the most inland seaport city on the West Coast, through barge traffic that serves as a vital point of commerce in the region.

Over 55% of all U.S. wheat is exported through the Columbia and Snake River system, making it the largest grain export gateway in the world. The system sees around 1,400 ships arrive annually, carrying 35,000 gross tons of products, and the cruise industry feeds



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The spillway of the Lower Granite Lake Dam on the Snake River in Washington.

over 30,000 cruise ship passengers through the system every year.

However, the previous administration launched a tirade of attacks on our dams with constant attempts to breach these critical pieces of infrastructure by citing salmon survival rates during runs as their motive. The reality is that salmon and dams can and do coexist, and we have seen very positive upward

and intact. As expensive and politically driven Environmental Impact Statements (EIS) have targeted dams over the years, this legislation would codify that the government will operate under the 2020 Columbia River System Operations EIS that found the dams should not be breached.

I recently introduced the Defending our Dams Act to prohibit federal funds

to increase 16% by 2029, meaning we must expand generation and capacity immediately. Washington state's population alone is projected to increase by one million people in the next decade, emphasizing the need for more baseload energy. Hydroelectric dams are vital pieces of infrastructure that support our way of life, and I am working to support infrastructure

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trends for many species of salmon. We are committed to the hard work of improved, viable salmon runs, but destroying our most reliable source of energy is not the solution.

Fortunately, our efforts to protect the dams have remained successful with public and stakeholder support for them on our side. That is why I have introduced the Northwest Energy Security Act to ensure the Lower Snake River dams remain operational

from being used for the breaching, studying of breaching, or altering of the Lower Snake River dams. I also led the Protecting Our Water Energy Resources (POWER) Act to prohibit the Department of Interior and the United States Army Corps of Engineers from retiring an energy source if that retirement would raise customer electricity rates and decrease regional energy reliability by more than 5%.

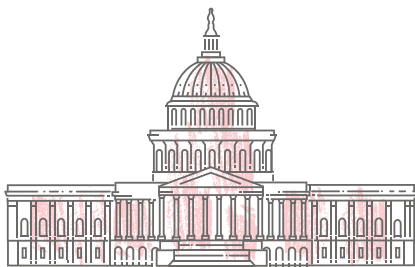
U.S. electricity demand is forecast

that contributes to America's goal of energy dominance that will sustain communities across the nation for decades to come.

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Rep. Dan Newhouse is a lifelong resident of central Washington and a third-generation Yakima Valley farmer. He is a member of the House Appropriations Committee where he sits on the Agriculture, Energy and Water, and Homeland Security Subcommittees.

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