



U.S. Department
of Transportation

**Federal Highway
Administration**

**Federal Transit
Administration**

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

October 8, 2021

The Honorable Nancy Pelosi
Speaker of the House of Representatives
Washington, DC 20515

Dear Madam Speaker:

Enclosed is the 24th edition of the biennial “Status of the Nation’s Highways, Bridges and Transit: Conditions and Performance” Report to Congress (C&P Report), in accordance with the requirements of 23 U.S.C. §503(b)(8), 49 U.S.C. §308(e), and 23 U.S.C. § 167(h). The report provides Congress and other policymakers with an overview of the physical conditions, operational performance, and investment trends of highways, bridges, and transit systems.

This report documents the Nation’s large backlog of unmet highway, bridge, and transit system rehabilitation needs and the need for additional transit expansion investments to accommodate future growth. This report should prove informative as Congress considers surface transportation reauthorization legislation and additional infrastructure investment this year. Addressing these challenges requires a generational investment in American transportation and infrastructure. Increased investment should boost the Nation’s economic recovery from the COVID-19 crisis while advancing other critical priorities, including: reducing the number of deaths and injuries on our Nation’s roadways; creating communities of opportunity through equitable access to transportation alternatives; undoing the harm caused by historical Federal policies that have segregated and displaced disadvantaged communities; achieving net-zero emissions; and future-proofing our infrastructure to sustain a safe and equitable system.

The report outlines the current state of our highway and transit systems from 2006 – 2016 and models their projected future investment needs under a set of alternative future funding scenarios. These scenarios are illustrative and modeled based on combined levels of Federal, State, local, and private capital investment. No specific level of Federal spending is implied in any scenario. As in any modeling process, simplifying assumptions have been made to make the analysis practical within the limitations of available data. For example, the analytical models assume that projects are prioritized based solely on their benefit-cost ratios, an assumption that deviates from actual patterns of project selection and funding distribution in practice today. Therefore, the level of investment identified as the amount required for achieving a certain performance level should be viewed as illustrative only.

Finally, although the analytical models used to develop these scenarios focus on overall impacts of infrastructure investment on society, more data and further research are needed to illustrate

how equitably benefits and costs would be distributed across different communities, as well as the implications of climate change. The U.S. Department of Transportation continues to explore and identify approaches for refining and supplementing the analytical tools used in assessing transportation trends and needs. We expect future editions of the C&P Report will reflect refined data and enhanced modeling.

A similar letter has been sent to the President of the Senate, the Chairman and Ranking Member of the Senate Committee on Environment and Public Works, the Chairman and Ranking Member of the Senate Committee on Banking, Housing, and Urban Affairs, and the Chairman and Ranking Member of the House Committee on Transportation and Infrastructure.

Sincerely,



Stephanie Pollack
FHWA Acting Administrator



Nuria Fernandez
FTA Administrator

Enclosure