

Harmful Impacts of Short-term Surface Transportation Program Extensions to States

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Alabama

The Alabama Department of Transportation recognizes the difficult tasks facing congress and we remain grateful for the one-month extension to prevent a lapse in federal funding. However, with only a short-term extension, we are forced to confront the impactful consequences associated with limited obligation authority. ALDOT is in the planning phase to address our infrastructure needs to preserve our investments, address increased capacity on existing roads, and pursue new construction as we remain attentive to the importance of infrastructure and its ability to promote economic growth and create jobs. ALDOT is scheduled to begin letting projects to contract the first week of November. We routinely utilize more than one quarter of our contract authority in the first quarter of a fiscal year so that contractors can begin work as soon as possible. A short-term extension that provides only 1/12th of our contract authority forces us to either delay letting much needed projects due to inadequate funding or requires us to front the cost with state funds which severely impacts our diminishing state cash. Additionally, limited contract authority impacts our ability to start new project scopes (preliminary engineering, utility, right-of-way) which ultimately delays the letting dates of other critical projects. The impacts of a short-term extension are not just project-related; it also increases labor, construction and material costs affecting ALDOT and their contractors, consultants, material suppliers, and Alabama citizens who work for these businesses. Many of these businesses and employees are still struggling to recover from COVID-19 related effects, and the postponing of work a short-term extension generates is profound and unfortunate. All these impacts combined with impacts of the global pandemic, makes it more difficult to maintain confidence and trust as we continue our work to move people and goods safely and reliably. It is critically important that State DOTs have financial certainty to plan for projects long term and to be able to construct projects in the short term. We each have similar, yet unique challenges as we face this long-term uncertainty, try to do more with less, and operate with limited financial resources.

Alaska

Alaska will be prioritizing federal funding for projects that are headed to construction. This means that other critical elements of our program (planning and design) will be delayed until consistent federal funding is available. These short-term program extensions reduce our flexibility to program infrastructure projects in Alaska. Short-term programming will also create delays for getting prioritized construction projects out during the limited construction timeline in Alaska. Funding delays require additional time and resources to process more transactions as we are required to use state funds (advance construction) with the anticipation that federal funds will can be applied at a later date. There are some construction projects that may need to wait until additional federal funding is available due to limitation of state funds.

Arkansas

The Arkansas Department of Transportation is grateful for the short-term extension of the FAST Act which ensures that Federal funds will continue to flow in support our efforts to manage and improve the transportation system of Arkansas. While we are grateful for the continued funding, we have concerns regarding the negative impacts that can occur from the use of short-term extensions in place of passage of a long-term surface transportation bill. The use of short-term extensions limits our confidence in moving forward with future projects since we are not assured of long-term future Federal funding. Not only is there an impact to future projects, there are potential impacts to projects that are currently under construction. This impact is due to the diminishing balance of funds in the Highway Trust Fund. Without passage of a long-term surface transportation bill that provides needed funding levels for the Highway Trust Fund, the Federal Highway Administration may be forced to limit Federal reimbursements to us. This

impact may force us to stop construction on some of our ongoing projects since we would not receive the promised Federal funds we need to meet our obligations. We look forward to the passage of a long-term surface transportation bill that will provide much needed Federal funds for Arkansas.

California

The California Department of Transportation (Caltrans) appreciates the short-term extension that provides stopgap funding for Highway Trust Fund programs that expired on September 30, 2021, allowing our ongoing projects to proceed without interruption. Continuing resolutions are not optimal, and California needs help from our federal partners to address the expanding needs of our evolving and complex transportation system. Thus, Caltrans urges Congress to pass a long-term surface transportation bill for the benefit of California and the nation.

Delaware

We are thankful that a short-term extension of the surface transportation bill (FAST Act) was enacted and will provide funding through October. However, it is critical that the Infrastructure Investment and Jobs Act (IIJA) passes quickly. Departments of Transportation rely on federal funding to keep our projects and programs moving forward. Delays and/or uncertainty in funding will halt the implementation and advertisement of new projects. We and our industry partners need long-term certainty so we can plan and build for the future.

Florida

The harmful effects of a short-term extension and delay of apportionment to the state of Florida creates uncertainty amongst our statewide transportation industry and planning partners. State DOTs will only receive 31 days (only 9 percent of a year) worth of apportionment. The earliest funding would be expected for authorization is two weeks after the enabling legislation has expired, to be posted on October 15th, 2021. This creates an undue administrative burden upon the states until a full year of apportionment is received. Certain program areas may be required to run on a shoe-string budget and local MPO planning partners may encounter funding shortfalls, confusion, and needless uncertainty. However, FDOT is not ending work on transportation projects. We understand that any delay would directly affect most Floridians. While Congress works to finalize a new multiyear transportation act, the future of federal transportation funding remains at risk, and we are unable to provide certainty of future federal reimbursements to our partners. Florida currently receives over \$2 billion annually from the Federal Highway Administration for roads and bridges, funding numerous projects currently underway across the state. FDOT will continue to develop these highway and transit projects as long as we can, recognizing that this state's focus on transportation funding has positioned us to be able to do this longer than our peer states. While we wait for Congress to act, Florida remains committed to implementing a robust program that improves transportation throughout the state.

Georgia

Swift adoption of the five-year reauthorization embedded in the Infrastructure Investment and Jobs Act is critical to ensure no interruptions or delays in the development and delivery of transportation projects in Georgia. Short term extensions not only create ongoing uncertainty for a program that relies upon stable and consistent funding to plan, design, and construct multi-year projects but also pose significant cash flow challenges particularly in Georgia due in part to the misalignment of the state and federal fiscal years. A short term extension only further complicates a scenario where Georgia has already had to front significant portions of the federal program for the months in the run up to the start of a new federal fiscal year. The Department is currently evaluating specific impacts and projects that could be delayed as a result of the short term authorization(s) and will certainly be delayed if a long-term authorization is not approved soon.

Hawaii

The State of Hawaii is grateful for the Congress' swift action to extend the authorization of funding for the nation's surface transportation programs at the beginning of October 2021. We recognize that completing very large and complex legislation requires not only time to develop and draft the legislative agreement, but also time to develop compromises among legislators to assure the widest possible support for what will be a historic investment in our nation's infrastructure. The enactment of the pending Infrastructure Investment and Jobs Act will allow Hawaii to

immediately invest in long-term, transformative surface transportation programs that begin to address climate change impacts, including sea level rise which is a very real surface transportation threat in Hawaii. The Act will also facilitate access to affordable housing and the construction of multi-modal projects that serve both the transportation needs of our residents, and assures a safe and reliable state and Interstate highway system. We encourage the Congress to complete its work on this landmark legislation as soon as possible. It will provide enormous benefits to Hawaii's climate, economy, and transportation today, and for generations to come.

Illinois

We want to thank you for your continued efforts to secure passage of the Infrastructure Investment and Jobs Act (IIJA) and for addressing the pause in surface transportation funding. However, while this stopgap will allow projects to continue through October, short-term funding extensions cause uncertainty and delays in the programming, planning and construction of local, regional and nationally significant transportation projects. While Illinois has weathered the storm to date, a further delay in surface transportation reauthorization would considerably undermine the progress on Governor JB Pritzker's *Rebuild Illinois* capital program. This \$33 billion program was implemented to provide the substantial resources needed to rehabilitate, update and transform Illinois' transportation network. However, continued timely investment from our federal partners is necessary to compliment Illinois' investment and fulfill IDOT and Governor Pritzker's vision. Therefore, we respectfully and humbly request your support for the passage of the IIJA.

Iowa

The Iowa Department of Transportation appreciates the recent passage of the short-term FAST Act extension; however, there are significant challenges to our efficient use of federal transportation funding if there are continuing short-term extensions. Absent a multiyear federal surface transportation authorization, Iowa DOT, local governments, and our regional and metropolitan partners have been conservative when planning, programming, and developing federal-aid projects for our transportation improvement programs. Additional short-term extensions will only serve to delay many projects that could be funded given the funding levels anticipated in the Infrastructure Investment and Jobs Act. In addition, further delays of a multiyear authorization will impact our construction industry as they need to assure they have the necessary workforce to deliver transportation projects. Iowa DOT and our partners stand ready to quickly implement and deliver an enhanced federal-aid transportation program once a multiyear authorization is passed.

Kansas

In Kansas short-term extensions cause a great deal of uncertainty to the programming, planning and construction of projects on our transportation system. A long-term surface transportation funding authorization is essential to keep our Eisenhower Legacy Transportation program projects moving forward. Short term funding also significantly impacts our local partners' ability to make critical investments on the transportation system who will not have a full year's worth of funding to let their projects. These investments to Kansas roads and bridges are vital to the Kansas economy. Passage of a long-term federal transportation bill is imperative to Kansas DOT and our local partners.

Kentucky

Kentucky's transportation programs, projects and initiatives require vision, planning, and predictable, reliable funding to be successful. Short term federal extensions introduce additional elements of risk into our programs, which can cause our citizens to suffer consequences such as project delays and increased transportation costs. In addition, delays and cost increases impact our partner industries such as suppliers, construction companies and engineering firms. The inability to obligate federal funds in a regular manner throughout a fiscal year can also cause delays in starting project development, utility work, or right-of-way acquisition. During times of uncertainty, costs for transportation related services increase, reducing the buying power of each dollar directed toward our goal of providing safe, efficient, fiscally responsible and environmentally sound transportation for the benefit of all of those who live, work and travel through Kentucky. Over the next four months, KYTC has over a quarter of a billion dollars in projects scheduled for construction lettings. Without the certainty of full federal-aid highway funding, many of these projects could be delayed until federal funds are in hand. We would appreciate quick Congressional action on the IIJA so we can minimize funding risks and implement FY 2022 programs as planned.

Louisiana

Uncertainty of funding and short-term extensions have a negative impact on the Louisiana economy through industry. Short-term extensions hinder additional road and bridge repairs that will improve the condition of the existing system and remove load-postings for the agriculture, petrochemical, and tourism industries. It makes planning and delivery, as well as bidding such projects complex, uncertain, and potentially more costly. Regarding specific delivery, such delays will impact our Highway Safety Program which helps to decrease fatalities and serious injuries. These disruptions provide limited opportunities to improve of our public transportation infrastructure projects because cash management and projections of revenue in short cycles. Finally, and most importantly, no new jobs for our citizens can be created by the private sector and can potentially add to the state's 6.2 percent unemployment rate.

Maine

Failure to pass a long-term surface transportation bill would impact MaineDOT operations that are tied to federal funds and federal programs. This funding uncertainly also creates difficulty for trying to complete and publish a department work plan. In order to have projects ready to be constructed, MaineDOT will develop the work plan based on the funding levels in the Infrastructure Investment and Jobs Act; however, contingency plans will be in place if we have to operate for a significant period of time under continuing resolutions. MaineDOT will continue to monitor ongoing discussions in Washington and the passage of the Infrastructure Investment and Jobs Act.

Maryland

Short-term program extensions adversely impact states as the extensions incrementally release Apportionment and Obligation Limitation to the states. States cannot predict the number or duration of these short-term program extensions. As a result, states become conservative with the federal funds that are available as part of the extension(s). States are not willing to obligate funds at a moderate or aggressive pace. This could adversely affect our overall highway infrastructure program, which provides jobs, improves roadway conditions, and creates a safer highway network for the traveling public.

Michigan

On behalf of the Michigan Department of Transportation, thank you for the opportunity to comment on the impacts of the short-term 30-day extension of the FAST Act. Obviously a full reauthorization bill is preferred as short-term extensions begin to erode the confidence in mid- and long-term planning abilities. Decisions on various impactful programs are often delayed when there is uncertainty in the status of surface transportation funding and programs. However, in the near-term MDOT believes it can manage our budget and projects in progress, or soon to be let, without delay. If there are numerous short-term extension and the Congress isn't able to pass a full term legislation soon, then there could be a growing list on concerns, questions, and delayed decisions/projects.

Minnesota

Minnesota is currently developing its four-year highway construction programs at federal funding levels set at the end of the FAST Act in FY 2020. We are beginning to start project development on projects scheduled for construction in FY 2026. To effectively plan and program our highway construction program in 2022-2026, we need a new surface transportation reauthorization act with the stability of estimated formula apportionment of federal funds. Without this act in place, we will start our 2026 project development with uncertain estimates of formula funding as our primary federal highway construction resource. Minnesota depends on the stability and flexibility of federal formula apportionment funding to plan, implement, and develop new projects. Federal project development processes, like NEPA, do not support quick development of new federally funded projects. It requires planning, public engagement, and environmental processes. Minnesota needs the stability of reliable formula funding and a reasonable timeline when it comes to federal funding, to ensure that we can delivery new projects and programs through the federal project development process. There is also the impact of contingency planning for the scenario that reauthorization apportionment will be decreased or interrupted. Valuable resources are expended to change project plans and even program plans due to funding uncertainty. Minnesota may have to move back project

lettings, missing critical dates for projects, and extending them beyond one season. These changes would negatively impact deadlines and project costs.

Mississippi

The Mississippi Department of Transportation is appreciative of the recent short-term extension of the FAST Act. However, a short-term extension extends the uncertainty in the planning, programming, design, construction and maintenance of future projects and transportation infrastructure. In addition, it makes it difficult for state and local governments to plan for future transportation funding. The passage of a new long term transportation bill will help to eliminate these uncertainties, as well as prevent delays in the construction of state and local projects. The passage of a new long term transportation bill will also give Mississippi's state and local governments the certainty and stability they need to develop and maintain transportation infrastructure. Lastly, a long term infrastructure bill will provide much needed stability for the construction contracting industry to make the necessary investments in order to maintain and construct the transportation network.

Missouri

Short-term extensions and the lack of a long term bill has huge impacts on Missouri's capital program. We use most of our state funds for operation and routine maintenance of our 34,000 mile system. We are very reliant on federal funds for our Asset Management Program and the much needed improvements on our system in the safety and economic development areas. Without long term certainty of funding we have to pull back on planning and project development of large projects and our program becomes a month to month commitment. Contractors cannot make commitments on plant and equipment or workforce and the whole industry basically gets put in a holding pattern.

Montana

The Montana Department of Transportation (MDT) is like most other states with regard to the short-term extensions of federal highway funding. Short-term extensions eliminate the ability to plan and deliver projects when it is most advantageous to MDT and the traveling public. These extensions create uncertainty and more expensive projects. As good stewards of taxpayer dollars, MDT uses its Tentative Construction Plan to map out highway projects and projected funding needs for the next five years. Without a long-term federal funding bill, the ability to deliver this plan is lost. Additionally, this uncertainty impacts the consultant and construction communities through hiring fewer staff and higher bid prices. The effect of these actions are felt throughout the state, not only by the traveling public but by those that rely on the sales of fuel, food and lodging during our short construction season. Montana's economy is impacted drastically each time these short-term extensions get passed. Passing a long term funding bill is vital to the great state of Montana.

Nevada

As one of the fastest growing states in the nation, Nevada needs to have confidence in and stability from the Highway Trust Fund. There is no question that the federal government is a critical partner in transportation funding for Nevada and federal funding is essential to keep pace with our state's mounting needs. A multiyear bill such as the bipartisan Infrastructure Investment and Jobs Act allows the Nevada Department of Transportation to have confidence in our capital program, which allows for great efficiency, better coordination with Nevada's counties and local partners, and provides our private sector partners the confidence to hire more workers in Nevada. The increase in formula funding would also allow us to accelerate critically needed major projects across the state, while also ensuring we efficiently maintain the assets we already own. This five year bill provides clear direction on priorities while allowing states the flexibility and funding certainty to meet existing needs and known state and local priorities. A multiyear bill has always been NDOT's top policy priority because without a stable funding source, we cannot efficiently plan, design and deliver the transportation needs of our growing population. We strongly urge House passage before the extension expires.

New Hampshire

The short term extension of funding, while appreciated in maintaining some incremental forward progress, create burdensome inefficiencies for our already overextended staff, make it difficult to plan effectively rather than react,

lead to poor and short sighted program decision making, and will delay projects. New Hampshire is almost entirely dependent on federal funding for our transportation program and these delays and uncertainties undermine our entire program. Managing and prioritizing which projects to move ahead with incremental funding will delay projects, upset industry planning for coming construction season and lead to higher costs. In addition, as New Hampshire is in the biennial process of updating our Ten Year Transportation plan, the uncertainty around funding and to plan accordingly, jeopardizes our ability to be successful in timely development of projects to meet expectations when the IIJA eventually passes.

New Jersey

While grateful for the short-term extension of the FAST Act, it is imperative that Infrastructure Investment and Jobs Act pass sooner rather than later. For a DOT to be successful, a consistent and reliable funding source is imperative. When funding ceases to be available, critical infrastructure projects are halted. Not only does this delay implementation of much needed transportation improvements, but it increases project costs. Demobilization, remobilization and delay claims can be sizable and take away funding from other important projects. Transportation is at the heart of what defines this country—the movement of people and goods in a safe and efficient manner every day, every hour. To lapse funding on such a foundational government function will have a ripple effect that will be both costly and not in the interest of the American public.

New Mexico

As a state that relies on federal funding for approximately 90 percent of its transportation projects, the short-term extension of the FAST Act without any new funding has far reaching consequences for New Mexico. With very limited state funding, the New Mexico Department of Transportation is reliant on federal reimbursements to keep projects designed, under construction and moving forward. As the short-term extension stands, the NMDOT will likely have to suspend project related design agreements as well as the construction letting schedule until new funding is identified. Delaying these projects will have impacts on local agencies, consultants, contractors, and businesses which have already been impacted by a volatile economy over the past several months. It will also delay the necessary transportation improvements needed on New Mexico's bridges and roadways. Passage of a long term transportation bill is vital to New Mexico's transportation system and statewide economy.

North Dakota

Short-term extensions of the highway program and short-term continuing resolutions are extremely detrimental to the highway program in North Dakota. Because North Dakota has a very short construction season, many projects are bid early, typically November through February. Unlike southern states, North Dakota experiences a spring thaw, usually during the months of March through May. During that time, ND roads lose strength due to the soft subbase. Bidding projects early allows contractors the ability to mobilize and procure materials before the spring thaw. When highway programs are not passed in a timely manner, projects must be shifted to later bid openings, which can result in higher bid prices due to the shortened amount of time the contractors have to order materials and construct the project. In some instances, a project that should have only taken one year to construct may now take two because of the loss of time. The lost time and increased costs impact not only the state DOT, but also any local government sub-grantees, contractors, consultants, and the traveling public. If congress continues to resort to short-term extensions and short-term continuing resolutions, North Dakota may end up having to shift projects from the 2022 construction season to the 2023 construction season to assure adequate funding is available to fully fund the program. This could devastate our contracting industry and may even result in some going out of business, which would have a detrimental impact to North Dakota's Economy.

Ohio

In general, short term extensions of surface transportation authorization are a major challenge for the future of Ohio's transportation system. Ohio DOT will be unable to make key decisions for safety improvements, asset conditions, and economic investments. This is due to current FAST Act extension being funded at a significantly lower level than the proposed infrastructure bill and not knowing what the future funding will be. This uncertainty will not only impact the us but also will hurt Ohio's cities, counties, and Metropolitan Planning Organizations—which in aggregate constitute over two hundred local and regional governments. They rely on federal funding to address

their infrastructure needs as well. In addition, stopping and starting the transportation project development process will cost the Department significant time and money. The inflationary impacts of these delays could cost Ohio millions of dollars annually. These delays will also slow down the economic growth of the state and degrade asset conditions. Key projects like the Brent Spence bridge project in Cincinnati and many other vital projects will be unable to be funded through the short-term extension and need an ongoing and increased infrastructure investment.

Oregon

We know from the long lead up to passage of the FAST Act that lapses and short term authorizations of funding can interfere with our ability to plan for capital improvements. After all, it's hard to know how to program projects seven years from now when we don't know how much federal funding we'll have seven weeks from now. Lapses in federal funding will hit Oregon particularly hard during the COVID-19 pandemic as revenues into our State Highway Fund are still down despite relief dollars provided by Congress late last year. Additionally, in Oregon we have several \$100 million-plus projects coming online in the coming months and years. If federal funding is interrupted or becomes unreliable, it will become incredibly difficult for us to bid, let, and deliver these large projects while also managing cash flows to fund our ongoing maintenance and preservation work. In addition, not knowing the full fiscal year amount of obligation authority makes it hard for the state to ensure we meet federal obligation requirements. This is exactly why we rely on a strong and dependable partnership with the federal government. Without it, we simply cannot manage and deliver the transportation system Oregonians need.

Pennsylvania

Continued and heightened uncertainty involving long-term federal authorization is occurring at a key time of the year when planning for the 2022 construction season and our 2023 program updates are underway. Already strained state budgets are being further strained to continue on-going work and cover gaps and shortages due to delays in federal actions. Unknowns involving future funding amounts and program make-up are jeopardizing efforts to recover from the pandemic and ensure job security and retention throughout the construction industry.

Rhode Island

Short-term program extensions to federal highway funding offer little solace to the 700 transportation professionals who work at Rhode Island Department of Transportation. State leaders recently approved a than \$8 billion, 10-Year State Transportation Improvement Program that maps out hundreds of transportation infrastructure projects in all 39 cities in towns in the state, most concentrating on a state-of-good repair of existing assets. Short-term federal funding does little to support the STIP, as the state planning goes well beyond the 30-day FAST Act extension. In 2021, Rhode Island's bridge condition ranking improved two spots, from last place to 48th place for the percentage of its bridge inventory in Good or Fair condition (based on 2020 data). But without swift action, RIDOT will lose momentum it has gained. The short-term federal program extensions come at a critical time for the procurement work the State of Rhode Island needs to do now to get projects out for next year's construction season. Without immediate new funding, FY 2022 projects that go towards repairing or replacing the state's 179 structurally deficient bridges (80.8 percent of the state's bridge deck inventory) will be backlogged to FY 2023, costing the loss of a full construction season.

South Dakota

Short-term extensions have the potential to create a challenging construction season in South Dakota. Although we are grateful for the thirty-day extension, a long-term sustainable solution must be enacted soon. Like many states in the upper Midwest, our construction season is short which means our contracts must be let and executed in the fall and early winter months to ensure success in delivering a strong transportation system. The current short-term solution is further complicated by the balance of the federal trust fund and potential of rationing scarce transportation funds. South Dakota is a state which relies heavily on federal aid to ensure connectivity not only within our state but across the nation. Continual short-term extensions hinder our ability to ensure a strong and connected transportation system.

Tennessee

Short term extensions of funding for highway and transit programs have become the norm every fall. For the last two years, not only has our spending authority been delayed, but we don't have a spending bill to plan our long term investments, only repeated extensions of a lapsed bill. These extensions of spending authority and overall transportation funding have a chilling effect on transportation programs, impacting how states plan and develop projects that address safety, maintain current assets, and address congestion. This year the issue is made even worse as a bipartisan bill is almost across the finish line and the short term extension has the potential of reducing the proposed funding for FY 2022 by over eight percent.

Texas

Short term extensions and the uncertainties they create make it very difficult to plan for the future. As TxDOT begins its annual process to update the state's ten-year Unified Transportation Program, a long term reauthorization is essential to guide transportation project development activities for safety, mobility and connectivity improvements that are critical to Texans and their quality of life.

Utah

Congressional action is urgently needed to reauthorize the federal surface transportation program, which has now expired. Inaction by Congress will result in delaying critically needed projects and increase project costs. With finite bidding capacity within the private sector we know from experience that we get better competition and better prices when projects are strategically advertised for bids. The Utah Department of Transportation had planned to advertise 14 projects for bids in October and another 24 projects in November. Without passage of the Infrastructure Investment and Jobs Act we can't advertise those projects, which means projects will be delayed resulting in less favorable bid prices and higher project costs due to inflation.

Vermont

Vermont is thankful that a short-term extension of the FAST Act was enacted, and for Congress' continued work on the Infrastructure Investment and Jobs Act (IIJA). However, the lack of long-term surface transportation legislation adds several significant elements of risk into the development and implementation of our surface transportation projects and services. Partial year funding can delay advertisement of new projects and slow down phases of ongoing projects. Contractors need to be assured that funding is available in order to keep their workforce dedicated to our projects, and delays can also result in increased labor and materials costs. In addition, municipal governments rely on federal funding to carry out important roadway and bridge projects and will be under similar risk. Finally, the State's public transit providers are dependent on federal transportation funding to meet their capital and operating needs, and plan for future transit routes. Passage of a long term surface transportation bill is therefore vital to Vermont's transportation system and statewide economy.

Washington

The Washington State Department of Transportation appreciates the short-term extension of the FAST Act and the work that continues to secure passage of the Infrastructure Investment and Jobs Act (IIJA). WSDOT's transportation projects are planned, designed, and implemented over a number of years and we depend on our federal partnerships and an adequately funded surface transportation bill to be able to deliver these projects. We rely on our federal dollars to support the investments necessary to preserve our existing transportation system. As a department, we face continued levels of constrained and insufficient funding for the ongoing and emerging preservation needs of our system. Repetitive short-term extensions can exacerbate these funding pressures by creating uncertainties about federal funding availability and can lead to delays in projects and other administrative burdens. The severity of the impact is made greater if there are lapses between the extensions, resulting in federal shutdowns.

Wisconsin

Short-term extensions of the surface transportation authorization create uncertainty and make planning very difficult. The impact is even greater on the transit program as funding is often held up until a full extension or reauthorization is enacted. Gaps in authorization, even for one day as recently experienced, are even more harmful.

A continuous, multi-year authorization act is essential for efficient and effective infrastructure planning and programming and states' transportation systems.

Wyoming

The Wyoming Department of Transportation, like other state DOTs, depends on predictable, long-term federal funding to ensure the safe and efficient movement of the traveling public and vital goods and services. Short-term program extensions cause uncertainty and inefficiency that undermine important project processes such as programing decisions, bid lettings, and effective funding deployment. These frustrating impacts not only disrupt WYDOT's operations, but also hinder the local sub-grantees and contractors that work with and for WYDOT. Further, such short-term extensions often do not include the sorely needed funding increases promised in the full reauthorization that would allow WYDOT to mobilize plans for more substantial infrastructure improvements to stimulate the economy and improve safety and connectivity. Such extensions restrict WYDOT to short-term planning and keep operations limited to more maintenance and preservation jobs rather than future-focused full-scale improvements. They also complicate project completion in cold-weather states, where construction seasons last only a few months a year.