

Good morning Chairman Peters,

On behalf of the men and women at the Michigan Department of Transportation working everyday to provide safe passage for travelers — whether driving a car or truck, as a passenger on a train, plane or bus, riding a bicycle or walking — I want to express my sincere appreciation to you for putting a spotlight on these important issues.

You have long been a champion for transportation across all modes and your decades of advocacy as a lawmaker at the state and federal levels has helped our fellow citizens immeasurably.

The Bipartisan Infrastructure Law, also known as the Investment and Jobs Act or IIJA has been a boon for Michigan in myriad ways.

Not only is the additional IIJA highway funding anticipated to support roughly 6,000 new jobs annually over five years, the program helped us offset the impact of inflation in materials and labor spurred by two global events: the worst pandemic in a century and the war in Ukraine.

Those highway funds amount to \$7.98 billion total — roughly \$2.2 billion in “new” highway funding; \$433 million average annual increase — from fiscal years 2022 through 2026.

Among other highlights related to surface transportation, the IIJA

- Creates a new \$27.5 billion bridge program that will help Michigan replace, rehabilitate, and preserve its critical bridge infrastructure.
- Creates new discretionary grant programs and increases existing discretionary grant programs, which Michigan has had some success recently winning and for which the department will continue to apply.
- Establishes new highway formula programs to support building for resiliency. This will help the state adapt to and mitigate the lingering impacts of climate change on the state’s transportation network.

Overall, the IIJA provides five years of certainty for planning and makes it possible for MDOT to implement \$1 billion in additional projects over the five years of the authorization. Transportation projects take years, sometimes decades, to bring from the planning table to construction and predictable funding is vital to that process.

I’m especially excited about the discretionary grants that have or will benefit some crucial projects MDOT would have otherwise struggled to fund. Gov. Whitmer was forward thinking in establishing the Michigan Infrastructure Office to provide key support to myriad state departments applying for infrastructure grants, not just for transportation but to expand broadband service, improve water and sewer systems and many other services across the state.

These include but are not limited to a \$105 million award for the transformational conversion of the I-375 spur freeway in Detroit into an urban boulevard that restores

connectivity to vital neighborhoods; a \$73 million boost to a project for a long overdue replacement of the Lafayette Bridge in Bay City; \$14.4 million to revitalize West Bayshore Drive in Traverse City, mitigating congestion and adding a roundabout at the busy intersection of M-22 and M-72; to a \$12 million grant to redesign and replace a pump station at a chronically flooded segment of 28th Street in Grand Rapids, a busy commercial corridor.

Those are just some highlights of how the IIJA discretionary grants are making significant improvements to quality of life across our state.

We are also pleased that the IIJA offered an infusion of \$5 billion to states to build out their charger networks as electric vehicles become more common, with Michigan getting \$110 million through fiscal year 2026. Not only does that support goals to reduce emissions and dependency on fossil fuels, it also supports vital Michigan employers in the automotive industry.

Funding from the program is also benefiting passenger rail, transit, aviation and maritime travel and movement of commercial goods.

In short Mr. Chairman, I cannot overstate my appreciation for the IIJA funds and ongoing support of the federal government in helping me and my team deliver on our promise to provide safe and efficient mobility for all.

Thank you.