

Congress of the United States
House of Representatives
Washington, DC 20515-2600

April 8, 2021

Honorable Peter DeFazio
Chairman
Committee on Transportation and Infrastructure
U.S. House of Representatives
2165 Rayburn House Office Building
Washington, D.C. 20515

Honorable Sam Graves
Ranking Member
Committee on Transportation and Infrastructure
U.S. House of Representatives
2165 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman DeFazio and Ranking Member Graves:

As the Transportation and Infrastructure Committee develops surface transportation legislation, we ask that you recognize the importance of federal-aid highways in rural states and the vital role they play not only in our communities, but nationally.

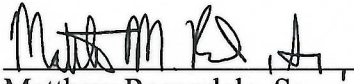
Federal-aid highways are the life blood for our state's economies, serving interstate commerce, tourism, and vital connections for people and business from all over the country. Our nation's agriculture, natural resources, and energy industries rely heavily on a strong highway system to provide access to domestic and international markets. These highways also support tourism, providing individuals from the U.S. and abroad with access to our national treasures such as, Glacier, Grand Teton and Yellowstone National Parks, Mount Rushmore and others. For citizens who live in remote and economically challenged areas—including tribal reservations—federal-aid highways provide vital connections for those communities to other areas. Federal-aid highways in rural states play a key role in keeping our nation's economy connected and provide many other benefits. Finding ways to streamline administrative and regulatory requirements while protecting public interests, will greatly assist our states and enhance their ability to provide all those national benefits.

Rural states also face unique transportation challenges and rely on federal funding to meet transportation needs. Geographically, we represent some of the largest states in the Union, with vast highway networks, including federal lands that cannot be taxed or developed. Our states have fewer people than the national average to support each lane of federal-aid highways. Tolls and other leveraged approaches do not offer solutions to our rural states' transportation needs.

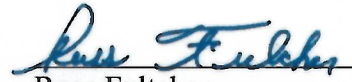
As you develop legislation for our nation's surface transportation programs, we respectfully request that the funding provisions recognize the benefits of investment in highways in rural states and the unique challenges faced by states with long stretches of road and few people to

support them. We look forward to working with you and thank you for your consideration of the vital importance to the nation of strong federal transportation investment in rural states like ours.

Sincerely,



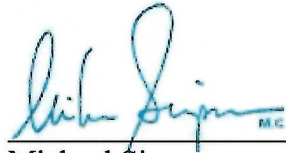
Matthew Rosendale, Sr.
Member of Congress



Russ Fultcher
Member of Congress



Kelly Armstrong
Member of Congress



Michael Simpson
Member of Congress