

**Congress of the United States**  
**Washington, DC 20515**

March 3, 2022

Mr. Mitch Landrieu  
Senior Advisor and Infrastructure Coordinator  
The White House  
1600 Pennsylvania Avenue, N.W.  
Washington, DC 20500

Dear Mr. Landrieu:

We are conducting oversight to ensure that the \$1.2 trillion of taxpayer money authorized by the Infrastructure Investment and Jobs Act (IIJA) is not being fraudulently or wastefully spent.<sup>1</sup> The White House has touted that this is the largest infrastructure expenditure in almost a century.<sup>2</sup> Moreover, this infrastructure spending is coming at a time when Americans are suffering from the weight of growing inflation.<sup>3</sup> President Biden has appointed you to serve as Senior Advisor and Infrastructure Coordinator, which includes coordination responsibility for the IIJA and serving as lead of the Infrastructure Implementation Task Force (Task Force).<sup>4</sup> Given the \$1.2 trillion provided under the Act, you have an immense task to coordinate amongst agencies and ensure that the IIJA is implemented in accordance with the law. To fulfill our responsibility to the American taxpayers to root out waste, fraud, abuse, and mismanagement, Republicans on the Committee on Oversight and Reform and Committee on Transportation and Infrastructure are requesting documents and information to determine whether the IIJA dollars are being spent effectively and efficiently.

This massive spending bill is in large part a combination of lump sums broadly categorizing what money must go towards (e.g., \$55 billion to drinking water infrastructure; \$65 billion to broadband infrastructure development; a combined \$42 billion to ports, waterways, and airports), which, unfortunately, leaves the door open for the Administration to pursue their “woke” priorities rather than allocating the funds based on states’ actual needs.<sup>5</sup> The expansive

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<sup>1</sup> Infrastructure Investment and Jobs Act, Pub. L. No. 117-58, 135 Stat 429 (2021).

<sup>2</sup> Briefing Room, *Fact Sheet: President Biden Announces Support for the Bipartisan Infrastructure Framework*, WHITE HOUSE (June 24, 2021), <https://www.whitehouse.gov/briefing-room/statements-releases/2021/06/24/fact-sheet-president-biden-announces-support-for-the-bipartisan-infrastructure-framework/>.

<sup>3</sup> *Consumer Press Index Summary*, U.S. BUREAU OF LABOR STATISTICS (Feb. 10, 2022), <https://www.bls.gov/news.release/cpi.nr0.htm>.

<sup>4</sup> Exec. Order No. 14,052, 86 Fed. Reg. 64,335 (Nov. 18, 2021); Briefing Room, *President Biden Announces Former New Orleans Mayor Mitch Landrieu as Senior Advisor and Infrastructure Coordinator*, WHITE HOUSE (Nov. 14, 2021), <https://www.whitehouse.gov/briefing-room/statements-releases/2021/11/14/president-biden-announces-former-new-orleans-mayor-mitch-landrieu-as-senior-advisor-and-infrastructure-coordinator/>.

<sup>5</sup> THE WHITE HOUSE, PRESIDENT BIDEN’S BIPARTISAN INFRASTRUCTURE LAW (2021), <https://www.whitehouse.gov/bipartisan-infrastructure-law/>.

purpose for which the funds were allocated, along with the magnitude of the expenditure, create a greater-than-usual opportunity for corruption and wasteful spending.

Ensuring that taxpayer dollars are wisely spent is especially important in today's inflationary economy. Americans are experiencing the highest spike in inflation since 1982.<sup>6</sup> Meanwhile, government spending reached a record high in 2021.<sup>7</sup> The Biden Administration spent over \$3.3 trillion,<sup>8</sup> including \$1.9 trillion under the American Rescue Plan Act of 2021.<sup>9</sup> If the Biden Administration insists on such unprecedented government spending when Americans' paychecks are stretched so thin, then the taxpayers deserve to know where their money is going. Likewise, if the money is not going where people actually need it, Americans would likely appreciate a refund.

Considering the IJJA's massive cost coupled with rising inflation rates, it goes without saying that the infrastructure investment should benefit the greatest number of Americans possible. However, new Federal Highway Administration (FHWA) restrictions steer the funds towards Democrat-led states and away from Republican-led states that need new or improved roads.<sup>10</sup> The *Wall Street Journal* recently reported that "[t]he [regulatory] restrictions will likely fall hardest on red states[,]” blocking new or improved roads that they desperately need by tying the funds up in regulatory restrictions.<sup>11</sup> As has been highlighted to you previously, this is unacceptable, and we must ensure that eligible projects are evaluated on measurable, impartial criteria and are not penalized merely because they add capacity to our transportation network.<sup>12</sup> Where the money goes may literally be a life or death decision; some states are relying on the IJJA's infrastructure investment for greater capacity where over-congestion has caused an increase in highway fatalities.<sup>13</sup> That being said, decisions regarding expenditures under the IJJA should rely on states' need rather than their political leanings.

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<sup>6</sup> *United States Inflation Rate*, TRADING ECON. (Jan. 2022), <https://tradingeconomics.com/united-states/inflation-cpi>; *Consumer Press Index Summary*, U.S. BUREAU OF LABOR STATISTICS (Feb. 10, 2022), <https://www.bls.gov/news.release/cpi.nr0.htm>.

<sup>7</sup> *USAspending.gov, America's Finance Guide*, U.S. TREASURY DATA LAB, <https://datalab.usaspending.gov/americas-finance-guide/> (last visited Feb. 23, 2022).

<sup>8</sup> *United States Government Spending: Summary*, TRADING ECON., <https://tradingeconomics.com/united-states/government-spending> (last visited Feb. 2, 2022); see also CONG. BUDGET OFF., *The Accuracy of CBO's Budget Projections for Fiscal Year 2021* (Jan. 2022), <https://www.cbo.gov/system/files/2022-01/57614-accuracy.pdf>.

<sup>9</sup> Tony Romm, *Democrats, GOP Set to Huddle on Deal to Fund Government, Avert Shutdown*, WASH. POST (Feb. 2, 2022, 6:00 AM); American Rescue Plan Act of 2021, Pub. L. No. 117-2, 135 Stat 4 (2021).

<sup>10</sup> Memorandum from Stephanie Pollack, Deputy Administrator, FHWA, to Associate Administrators et. al., FHWA (Dec. 16, 2021), [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building\\_a\\_better\\_america-policy\\_framework.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm).

<sup>11</sup> Editorial Board, *Highway Funding Bait-and-Switch*, WALL STREET J. (Jan. 30, 2022, 5:39 PM).

<sup>12</sup> Letter from Sam Graves, Ranking Member, H. Comm. on Transp. and Infrastructure to Hon. Mitchell J. Landrieu (Jan. 24, 2022), [https://republicans-transportation.house.gov/uploadedfiles/2022-01-24\\_-\\_letter\\_to\\_landrieu\\_re\\_ijja\\_briefing.pdf](https://republicans-transportation.house.gov/uploadedfiles/2022-01-24_-_letter_to_landrieu_re_ijja_briefing.pdf).

<sup>13</sup> *Id.*

Furthermore, even if appropriate projects are available, the money simply cannot be effectively spent without a sufficient, qualified workforce. Recently, *Politico* reported about the difficulty in allocating the IIA funds while “[m]ore than 10 million job openings remain unfilled throughout the country[.]”<sup>14</sup> You have even expressed doubt as to the capacity of the qualified workforce and lack of training programs necessary to complete all of the projects that the IIA envisions.<sup>15</sup> In reality, the American workforce simply does not have the capacity or readiness to complete those projects, leaving a significant piece of the \$1.2 trillion in limbo and exacerbating the potential for fraud, waste, and abuse.

Therefore, we are requesting the following documents and/or information regarding the distribution of money under the IIA by March 17, 2022:

1. All documents and communications from November 14, 2021 to present between or among you and White House employees referring or relating to the disbursement of funds under the IIA or related final decisions.
2. All documents and communications from November 14, 2021 to present between or among you and Department of Transportation employees referring or relating to the disbursement of funds under the IIA or related final decisions.
3. All documents and communications from November 14, 2021 to present between or among you and the governor of any State referring or relating to the disbursement of funds under the IIA or related final decisions.
4. All documents and communications from November 14, 2021 to present referring or relating to funded or nearly funded infrastructure projects, any delays or projected delays in project completion, and/or any workforce issues related to completion of the projects in a timely manner.
5. All documents and communications from November 14, 2021 to present related to your chain of command, including but not limited to those referring or relating to whom you report, your relationship with the Department of Transportation, and who reports to you.

To ask any follow-up questions, please contact Committee on Oversight and Reform Republican staff at (202) 225-5074 and Committee on Transportation and Infrastructure Republican staff at (202) 225-9446. The Committee on Oversight and Reform is the principal oversight committee of the U.S. House of Representatives and has broad authority to investigate “any matter” at “any time” under House Rule X. Thank you in advance for your cooperation with this inquiry.

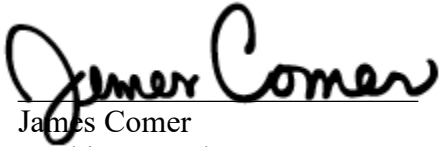
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<sup>14</sup> Jennifer Scholtes et al., *Bridges Don't Build Themselves: How Dems' Spending Flop Hurts Their Infrastructure Victory*, POLITICO (Jan. 1, 2022, 4:30 AM).

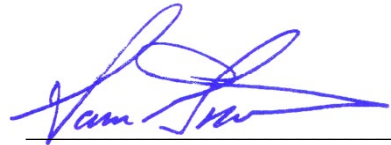
<sup>15</sup> *Id.*

Mr. Mitch Landrieu  
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Sincerely,



James Comer  
Ranking Member  
Committee on Oversight and Reform



Sam Graves  
Ranking Member  
Committee on Transportation and  
Infrastructure

Cc: The Honorable Carolyn Maloney, Chairwoman  
Committee on Oversight and Reform

The Honorable Peter DeFazio, Chairman  
Committee on Transportation and Infrastructure