

Remarks of Rep. John Mannion
House Committee on Transportation and Infrastructure
January 13, 2026

- Thank you, Chairman Sam Graves and Ranking Member Rick Larsen, for holding today's hearing and for giving me the opportunity to testify before you.
- I'd also like to thank my home state colleagues, Congressman Jerrold Nadler, Congressman Pat Ryan, and Congresswoman Laura Gillen, for their hard work on this Committee on behalf of New Yorkers.
- I represent New York's 22nd Congressional District, which includes Utica and Syracuse, a city that I've lived in and loved my entire life.
- Syracuse and communities across Central New York and the Mohawk Valley are experiencing a real surge in population growth and economic activity, driven in part by historic private-sector investments like Micron Technology's decision to locate in our

region.

- As our region grows, federal infrastructure investments will be critical to ensuring our transportation networks can keep pace with growing demand and unlock the full potential of that economic expansion.
- Traveling across the district, I have heard clearly from local leaders about the importance of cutting red tape so that projects can begin and be completed faster. However, I have also heard deep concerns about the reliability, or lack thereof, of federal infrastructure investment in meeting the challenge of moving people and goods efficiently.
- It is through that prism that we view the Trump Administration's \$30 million clawback of federal funding previously awarded to the City of Syracuse for the I-81 Corridor project.
- Like many other projects across the country, this funding was terminated by the Administration after being appropriated by Congress to support a project with strong bipartisan backing and

national significance. The reimagining of Interstate 81 is one of the largest and most consequential infrastructure projects currently underway in the United States and extremely important to my state.

- These funds were intended to rebuild aging roads, reconnect critical utilities, and restore opportunity in a community long divided by an elevated highway that cut through a neighborhood of color.
- Reversing decades of disinvestment requires certainty, partnership, and follow-through. Abruptly withdrawing federal support undermines local planning efforts and erodes public trust that the federal government can be relied upon to keep its commitments.
- It also sets a dangerous precedent: that projects can unilaterally be terminated simply because they were signed into law by a previous Administration.

- As we discuss the future of these surface transportation programs, I also urge the Committee to protect cost-effective project labor agreements. When we invest billions of taxpayer dollars, we must ensure we are getting the best possible product. PLAs protect that federal investment by ensuring we have top-notch, highly skilled labor on the job, minimizing costly errors and ensuring our infrastructure is built to last.
- As the Members of this Committee know, transportation is an extremely local issue. I urge you to reaffirm your commitment to projects like I-81 and ensure that state and local flexibility is maintained to address the unique needs of communities across the country.
- I look forward to working with the Committee to ensure federal transportation policy continues to reflect those values, and I thank you again for the opportunity to appear before you today.
- I yield back.