

## NAPA Talking Points Critical Legislative Priorities Pending Before Congress

### 1. HONOR: Authorized Funding Levels in Appropriations Process

**Talking Point:** *Congress must complete action on a fiscal year 2020 Transportation Housing and Urban Development (THUD) Appropriations bill to develop America's surface transportation network and enhance flexibility to meet growing infrastructure needs.*

**Background:** Congress failed to pass legislation to fund the U.S. Department of Transportation (DOT) for fiscal year 2020. Instead, Congress passed a short-term continuing resolution (CR) to fund the entire government at fiscal year 2019 levels through November 21, 2019. This included funding for highway programs. Uncertainty in the transportation construction marketplaces due to short-term CR's are not only harmful to states for project planning purposes but also has negative safety and economic impacts. Without the certainty of a full year obligation of funding, states are forced to reduce spring bid lettings or project awards, which delays identified safety improvements as well as the alleviation of traffic congestion.

**The Ask:** Urge Congress to complete action on a FY 2020 THUD Appropriation bill that increases highway funding above and beyond the FAST Act authorization levels by November 21, 2019.

### 2. ENACT: Sustainable, Long-Term Surface Transportation Reauthorization

**Talking Point:** *Lawmakers must consider and enact a multi-year surface transportation package that includes a permanent Highway Trust Fund revenue solution by September 30, 2020.*

**Background:** By September 2020, Congress must pass a multi-year surface transportation reauthorization. The Senate Committee on Environment and Public Works (EPW) introduced and passed the *America's Transportation Infrastructure (ATIA) Act*, a bipartisan measure that reinforces the critical role surface transportation programs play across all 50 states. By investing, \$287 billion over five years, ATIA will address much-needed improvements to our nation's roads and bridges and provide funding certainty for long-term funding.

By including a 17 percent increase in funding during year one, ATIA will help states address backlogs in maintenance, make investments in freight corridors and improve safety and congestion. At the same time, improvements to project streamlining and innovative financing programs will help federal and state DOTs work more efficiently over the subsequent years of reauthorization.

Congress must work across the aisle to move the process forward, well in advance of the FAST Act's expiration. Too often short-term extensions plague the reauthorization process, leading to uncertainty within state DOTs resulting in project delays.

**The Ask:** NAPA applauds the Senate EPW Committees commitment to working quickly to move the process forward and we urge the House Transportation and Infrastructure Committee to do the same. Working in advance of the deadline will provide ample time to secure a permanent revenue solution for the Highway Trust Fund (HTF) that is user-based and sufficient to support federal surface transportation investments.