

**Virtual Meeting Talking Points**  
**Financial Relief for State Departments of Transportation**  
**Highway Reauthorization Bill as Platform for National Economic Recovery and Growth**  
**August 14, 2020**

**GOALS**

- There are two separate issues that Congress must address:
  - Providing state DOTs immediate financial relief in order to prevent major disruptions in their ability to deliver their capital highway construction program and employee workers.
  - Enact a multi-year surface transportation authorization bill with increased investments to revitalize the economy, including providing jobs.

**GENERAL TALKING POINTS**

- During the pandemic, the asphalt pavement industry continues to work, providing jobs and improving highways and roads.
- Our companies follow the Centers for Disease Control and Prevention (CDC) guidelines and have implemented protocols to keep workers healthy and safe on the job site.
- Safety for our workers at the job site is paramount.
- Reject any proposal to temporarily suspend or permanently repeal a dedicated federal user fee that generates revenue to support surface transportation improvements.

**REVENUE BACKSTOP**

- A recent AASHTO survey indicates impact of COVID-19 on state revenues may be as high as 45% over the next 18 months.
- All state DOTs will face challenges of bringing projects to bid letting and construction and paying contractors.
- State DOTs are already enacting hiring freezes, and project delays and cancellations will result in job losses in the private sector.
- AASHTO is requesting \$16.7 billion in 2020 and \$33.3 billion for FY21 in order to maintain current highway construction program. The request is about preservation of the existing program.
- The House of Representatives passed the HEREO's Act in May that provides \$15 billion towards the AASHTO request.
- NAPA supports AASHTO's request and urges the U.S. Senate to include the AASHTO request for Federal financial support as part of the next emergency relief package it takes up in late July-early August.

## HIGHWAY REAUTHORIZATION

- Transportation investment [boosts the nation's economy](#) in the short-term by creating jobs and in the long-term will enhance economic competitiveness, stimulate sustainable job growth, improve access and mobility, improve traffic safety, reduce travel delays, and improve road and bridge conditions.
- According to the Department of Transportation Conditions and Performance Report, the nation's highway and bridge backlog is at \$786 billion due to decades of underinvestment.
- The current reauthorization, the FAST Act, expires on September 30, 2020.
- President Trump supports infrastructure funding.
- The House of Representatives passed its bill, H.R. 2, the Moving Forward Act in June 2020 that provides \$319 billion for highways over 5 years.
- The Senate Environment Public Works Committee approves its bill, S. 2302, the American Transportation Infrastructure Act, on a bipartisan basis in August 2019.
- NAPA calls on the U.S. Senate to vote on S. 2302 before the August recess so the bill can be conferenced with the House-passed bill, H.R. 2, and an agreement sent to the President before the September 30<sup>th</sup>, 2020 deadline.

## OPPOSE REVENUE CUT TO HIGHWAY TRUST FUND

- The American Truck Dealers (ATD) [recently led 116 industry organizations](#) including the American Trucking Associations in encouraging legislators to suspend the 12 percent Federal Excise Tax (FET) on new heavy-duty trucks and trailers through 2021.
- HTF Highway Account revenue declined by 46 percent for the second half of April when compared to the same period in 2019, according to the Federal Highway Administration (FHWA).
- FHWA estimates that the HTF will now become insolvent sooner than previously anticipated. Furthermore, since 2008, Congress has relied on more than \$140 billion in transfers from the General Fund of the U.S. Treasury to shore up the HTF and preserve existing transportation investment levels.
- We support new and creative ways to generate additional dedicated, user-fee based revenue streams for the HTF.
- Any proposal to suspend or repeal a current HTF user fee without an equivalent replacement would further exacerbate the impending insolvency of the HTF and make finding the federal resources to support the Senate and House surface transportation reauthorization proposals even more difficult.
- Whether it is in the short or long term, upgrading highway, bridge, and public transportation systems requires resources, and less revenue means fewer improvements.