

Virtual Meeting Talking Points
FY 2021 Transportation – Housing and Urban Development Appropriations Bill
Financial Relief for State Departments of Transportation
Highway Reauthorization Bill as Platform for National Economic Recovery and Growth
November 20, 2021

GOALS

- There are three separate issues that Congress must address:
 - Fund the Federal transportation programs in FY 2021 to prevent uncertainty.
 - Providing state DOTs immediate financial relief in order to prevent major disruptions in their ability to deliver their capital highway construction program and employ 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.

FY 2021 TRANSPORTATION – HOUSING AND URBAN DEVELOPMENT APPROPRIATIONS BILL

- Because full-year FY2021 appropriations were not enacted before the end of FY2020, a 72-day continuing resolution (CR) was enacted on September 30, 2020.
- As a result, states received about 20 percent of their obligation limitation for FY 2021.
- Although a CR is intended to prevent a funding gap and government shutdown, operating under a CR is distinct has negative consequences for resource management such as the ability to plan.
- Congress must enact another spending measure before the current continuing resolution expires on Dec. 11, 2020, either through an omnibus or another CR.
- NAPA urges Congress to reach an agreement on the appropriation bills during the lame-duck session to avoid carrying the issue over to the next Congress in 2021.

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.
- 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.

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.
- FHWA estimates that the Highway Trust Fund will become insolvent sooner than previously anticipated.
- Congress enacted a one-year extension of the FAST Act and transferred \$13.6 billion in general fund revenues into the Highway Trust Fund.
- NAPA calls on the Congress to move expeditiously in 2021 to address the Highway Trust Fund's dire fiscal situation and enact a multi-year surface transportation authorization bill that brings the nation's surface transportation infrastructure up to state of good repair.