



Highway Users Top Priorities for Highway Reauthorization:

Funding:

The Highway Users support **prompt passage of long-term, robust, guaranteed funding** over the 2020s, distributed by formula to the same extent as under the FAST Act, with significant growth for the highway programs. The Highway Users strongly encourage the **preservation of the 80/20 split** for highways and transit due to the truly massive needs that exist on our highways and bridges.

Oppose Diversion:

The current program has appropriate flexibility for states to tailor different federal priorities to local needs. We **oppose diversion of highway funds** for non-highway purposes beyond what is currently allowed, particularly given the nearly \$800 billion backlog in beneficial highway projects.

Highway Safety Improvement Program:

The Highway Users support **robust funding for the Highway Safety Improvement Program**, preventing transfers of contract authority out of this program, and continuing the current requirement that these funds be used solely on infrastructure.

Streamlining:

Congress should authorize **more experimental programs** that allow FHWA to **pilot test new planning, design, right-of-way acquisition, and/or construction methods** that **reduce wasted time and money**.

We **oppose new burdensome statewide, metropolitan, or individual project planning requirements**. Although progress has been made on streamlining over the past twenty years, the process is still lengthy and cumbersome. Congress should continue to work towards **responsible streamlining** and avoid new requirements that slow the planning and project delivery process.

Connected and Autonomous Vehicles (CAVs):

Congress should create a FHWA-administered discretionary **grant program** to help both rural and urban States who wish to **innovate by preparing their infrastructure for connected and autonomous vehicles (CAVs)**.

Clean Corridors:

The Highway Users supports the “Clean Corridors” bill to **provide charging infrastructure** along the National Highway System for alternative fuel vehicles. Our support is dependent on funding for this program coming from **outside** the Highway Trust Fund – again, particularly given the already large backlog of economically-beneficial highway projects.

Tolling:

We urge Congress to **maintain the FAST Act tolling provisions and take further action to stop unfair and discriminatory tolling on the Interstate System**. The FAST Act enabled broad authority for States to toll new capacity and convert underutilized HOV lanes to toll lanes. However, the Act maintains protections for motorists by banning the tolling of existing, un-tolled lanes, except for certain pilot programs.

Road Construction Contingency Funds:

Congress should encourage states to explore the use of innovative contracting methods, which can mitigate or eliminate the **funding barriers** often associated with **incorporating enhanced work zone safety measures**. In particular, states should establish **road construction safety contingency funds for all projects**.

Title 23 of the United States Code, Section 120, Subsection (c)(3)(B), provides several examples of Innovative Project Delivery, including those that use innovative procurement and contracting procedures, and provides for an increased federal share payable up to 100 percent for innovative projects. This **section should be amended** to specifically **include innovative project delivery methods that improve work zone safety** for motorists and workers.

COVID-19 Worker Protection:

The Highway Users support reimbursing costs incurred by essential businesses to protect their workers by adhering to the CDC-recommended social distancing guidance during the pandemic while continuing vitally important work and services such as roadway construction and trucking. For example, costs relating to purchasing personal protective equipment like masks, gloves, etc.

If you have any questions, please feel free to contact Laura Perrotta, President and CEO of the Highway Users at lauraperrotta@highways.org or 571-239-0765.

April 9, 2020