

Central Arizona Governments
Central Yavapai Metro. Planning Org.
Flagstaff Metropolitan Planning Org.
Lake Havasu Metro. Planning Org.
Northern Arizona Council of Gov'ts.
Sierra Vista Metro. Planning Org.
Southeastern Arizona Governments Org.
Sun Corridor Metro. Planning Org.
Western Arizona Council of Gov'ts.
Yuma Metropolitan Planning Org.

September 12, 2020

The Honorable Martha McSally
U.S. Senate
Washington, DC 20510

The Honorable Kyrsten Sinema
U.S. Senate
Washington, DC 20510

The Honorable Tom O'Halleran
U.S. House of Representatives
Washington, DC 20515

The Honorable Ann Kirkpatrick
U.S. House of Representatives
Washington, DC 20515

The Honorable Raul Grijalva
U.S. House of Representatives
Washington, DC 20515

The Honorable Paul Gosar
U.S. House of Representatives
Washington, DC 20515

The Honorable Andy Biggs
U.S. House of Representatives
Washington, DC 20515

The Honorable David Schweikert
U.S. House of Representatives
Washington, DC 20515

The Honorable Ruben Gallego
U.S. House of Representatives
Washington, DC 20515

The Honorable Debbie Lesko
U.S. House of Representatives
Washington, DC 20515

The Honorable Greg Stanton
U.S. House of Representatives
Washington, DC 20515

Dear Arizona Congressional Delegation:

On behalf of the Arizona Rural Transportation Advocacy Council (RTAC), a coalition of all the local governments and regional transportation planning agencies across Greater Arizona, I wish to express our support for addressing our Nation's critical transportation infrastructure needs and the urgency for acting this month.

Within the next three weeks, appropriations and authorizations for federal surface transportation programs will expire and highways have yet to receive relief funding for the lost state-generated revenue resulting from COVID-19. States are estimated to lose \$37 billion as a result of the pandemic. Updated Arizona forecasts are expected shortly but we already know with certainty that state highway and road funds fell \$90 million short of the pre-pandemic estimates for the state fiscal year that ended on June 30th.

Prior to September 30th, we urge the President and Congress to:

- Pass a one-year extension of current surface transportation law with increased funding levels for highways, roads and transit.
- Include emergency relief funding to offset the losses incurred by state departments of transportation and transit agencies, currently estimated at \$37 billion and \$32 billion.
- To further mitigate the lost state funding, waive the local match requirements for the upcoming year's federal transportation funding including relief funding.
- Provide adequate funding to maintain the solvency of the Highway Trust Fund at least until a longer term authorization bill is enacted with measures to assure longer-term Fund solvency.
- Enact transportation appropriations prior to October 1st to prevent disruptions to the timing and distribution levels of federal transportation dollars to the states.

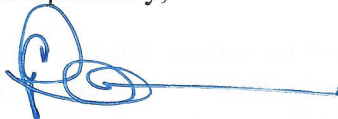
The recommendations listed above reflect the need to act quickly before transportation appropriations and authorizations expire at the end of the month and also to mitigate the immediate need for relief from COVID-19 impacts to state and local infrastructure funding.

In the longer term, when Congress can shift its COVID-19 focus from immediate relief to broader economic recovery, the centerpiece should be a multi-year transportation reauthorization with sustainable and growing revenues to support critical highway and transit projects. A doubling of current program funding levels for at least six years would fall well within the spending parameters of several recent national infrastructure investment proposals brought forward by leaders of both political parties.

Congress has an opportunity to provide the resources and program enhancements to upgrade our current highways, roads, bridges, transit and rail systems to address years of deferred maintenance and rehabilitation, while modernizing our networks to accommodate expected growth in population and freight movement, incorporate new technologies, improve safety, and strengthen resilience. In addition, the Federal Highway Administration estimates that each \$1 billion in transportation construction investment supports an average of 13,000 jobs across the economy.

Thank you for your consideration.

Respectfully,



Kevin Adam
Legislative Liaison
Rural Transportation Advocacy Council