



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

April 21, 2020

The Honorable Susan M. Collins
413 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Angus King
133 Hart Building
Washington, DC 20510

The Honorable Chellie Pingree
2162 Rayburn House Office Building
Washington, DC 20515

The Honorable Jared Golden
1223 Longworth House Office Building
Washington, DC 20515

Dear Senators Collins and King, Representatives Pingree and Golden:

Please allow me to personally thank you for your quick action in addressing the COVID-19 emergency including the passage of the CARES Act.

The purpose of this letter is to seek your continued assistance in addressing the transportation funding crisis facing Maine and the nation relating to COVID-19 including:

1. the immediate need for flexible federal emergency funding relief to backfill lost state Highway Fund revenue caused by COVID-19 to preserve jobs now, and
2. the need for a robust reauthorization of the federal surface transportation and water programs to allow MaineDOT to improve the safety and quality of life of Maine people through prudent transportation investment and to help stimulate Maine's virus-ravaged economy in the coming years.

This letter will provide Maine-specific information to supplement the communications on these issues from the American Association of State Transportation Officials (AASHTO). We fully endorse AASHTO's efforts, and specifically their call for greater flexibility. Their most recent ask to Congress covering these topics is attached.

Resolution of these COVID-19 related challenges are mission critical for the Maine Department of Transportation (MaineDOT). We estimate Maine State Highway Fund (HF) revenue losses at \$124 million (M) over the next 18 months. Without emergency relief, MaineDOT's 1,800 jobs and/or hundreds of millions of dollars in capital projects are at risk. This in turn jeopardizes the

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safety and operational effectiveness of Maine’s highways and bridge system and thousands more private-sector construction and indirect jobs. Further, as we gradually transition from stay-at-home orders to a new normal, reauthorization of the surface transportation bill and related transportation matters will allow us to stimulate more jobs and be a rare bright spot in this COVID-19 ravaged economy, when we need it most.

1. **The Need for Immediate Emergency Relief to Mitigate State Revenues Losses**

To demonstrate the need for immediate federal funding relief, this section sets forth (a) what is at stake in Maine including impacts to jobs, projects, and ultimately the safety and economic opportunity of Maine people, (b) that the CARES Act should be interpreted or amended to allow partial emergency relief, and (c) even with CARES Act flexibility, there is still a need for additional immediate action by Congress to backfill state transportation revenues in future Phases of its COVID-19 response.

a. **What’s at Stake: Impacts to Maine**

State funding for transportation in Maine – like all states – is hemorrhaging right now due to an unprecedented drop in traffic volumes resulting from the COVID-19 pandemic. In Maine, traffic is down by 52% statewide, and over 60% in the Portland area. This translates into HUGE reductions in State Highway Fund (HF) revenue. As shown on the attached spreadsheet prepared by MaineDOT on April 9, 2020, we expect that State HF revenues will be down 40% - or about \$74M – for the six-month period ending Sept 30, 2020, and down 15% - or another \$50M - for the 12-month period thereafter (FY 2021). **This totals a \$124M HF revenue shortfall in Maine in just 18 months.**

Governor Mills has declared that all Maine State Government work, including that of MaineDOT, and all private construction activity is essential, in line with the vast majority of States across the country. Accordingly, MaineDOT is currently proceeding with all our work at this time. We hope to remain a rare bright spot in this COVID-19 ravaged economy, and help the economy bounce back as things return to normal later this year. To do so, we need emergency relief assistance, just like transit agencies, airports, and businesses.

The alternative – a plan that relies on cuts instead of alternative funding – looks ugly in Maine.

- **MaineDOT Jobs.** MaineDOT employs 1,800 of the State’s 11,000+ dedicated public servant employees who are staying on the job performing essential functions and whose families are relying on their paycheck. The annual payroll for MaineDOT employees is \$161M, which

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makes our payroll for six months about \$80M. Over 80% of our payroll funding comes from State Highway Fund dollars. As noted above, we estimate that the State Highway Fund will experience a shortfall of \$74 million (-40%) in the next six months due to COVID-19. We need alternative funding to keep our workers employed, which will allow us to keep our highways and bridges safe and operational, and our capital work flowing to contractors.

- Private Sector Construction and Indirect Jobs. Based upon information provided by AGC Maine, MaineDOT's 2020 capital program alone will support over 12,000 direct and indirect jobs including on-site construction jobs, supply chain jobs, and jobs supported when construction workers spend their wages. If MaineDOT does not receive alternative funding, we will need to cut projects (see next bullet) or possibly even be forced to terminate existing contracts. Such action would put a substantial percentage of these jobs at risk.
- Projects. MaineDOT's Construction Advertisement Plan (CAP) for CY 2020 includes over 200 capital projects located throughout Maine. It includes 51 bridge projects with a value of \$217M, 14 miles of highway reconstruction and rehabilitation with a value of \$63.1M, 322 miles of highway pavement preservation with a total value of \$105M, 600 miles of light capital paving with a value of \$25M, and 25 multimodal projects that support ports, ferries, passenger rail, freight rail, and other modes with a value of \$36M. As noted above, we continue to deliver our CAP, assuming resolution of our COVID funding shortfall will materialize.

These projects use funding over time as they are constructed, not immediately. Therefore, to attempt to make up the COVID-19 shortfall of \$74M (-40%) in the next six months, we would need to cut many multiples of the shortfall amount in project value. This will have a multiplier effect on jobs as noted above. Although we hope to never have to generate a list of projects to be cut, it is likely we would need to focus on some high-cost, higher profile projects, which could include some of the following.

- Statewide, Advanced Traffic Signal Upgrades - Highway Safety and Spot Improvements - \$23.6M *
- Woodstock, Route 26 - Highway Construction - \$10.5M *
- Kingfield, Route 27 - Highway Construction - \$9.5M *
- Waterville, Trafton Road - Highway Rehabilitation - \$4.8M
- Fryeburg, Route 302 - Highway Construction - \$7.0M *
- North Yarmouth - Durham, Route 9 - Highway Rehabilitation - \$2.9M
- Cross Lake Twp. - St. Agatha Rt 162 - Highway Rehabilitation - \$2.7M
- Canton, Route 140 - Highway Safety and Spot Improvements - \$2.3M
- Hampden, Twin Bridge - Bridge Construction - \$2.2M

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- Farmington Hamlin - Bridge Construction - \$ 2.4M
- Scarborough, Eastern Trail – Multimodal - \$ 4.7M

**Denotes project is part of a BUILD Grant*

- State Debt Not an Immediate Fix. Maine will be looking to step up to provide solutions as best as we can. But our immediate options – like state debt - are limited. As we noted when we rolled out our 2020 Edition of MaineDOT’s comprehensive Work Plan in January, we are already heavily reliant on bonding to meet basic transportation infrastructure needs. Maine citizens are now asked to borrow \$100M or more for transportation every year, when they used to vote on lesser amounts every other year. Moreover, as you know, state bonding in Maine is a slow process. Maine’s Constitution requires a 2/3rd vote of our Legislature and voter approval via referendum to issue State general obligation bonds. That works well for business as usual, but it is not quick enough for the current virus-induced funding crisis. We need to keep producing now and put together our Work Plan for next year. To do so, we need immediate emergency relief funding.

In summary, Maine has an immediate transportation funding crisis due to COVID-19. Other states (reportedly Pennsylvania, Missouri, North Carolina, and Ohio) are already halting projects or laying off workers. Maine does not want to take that path. We can avoid doing so if the CARES Act is interpreted or amended to allow use of funds to the States to backfill revenue losses caused by COVID-19 (such as plummeting state fuel tax revenues) and if future Phases of the COVID-19 response provides such emergency relief.

b. The CARES Act – Guidance or Amendment Could Provide Partial Relief Now

Again, we want to thank Congress for quickly passing the CARES Act. As you know, the Act has a wide reach, and includes many components totaling over \$2 trillion including the following.

- \$510 billion in expanded lending for businesses and local governments
- \$377 billion in new loans and grants for small businesses
- \$290 billion in direct payments to eligible taxpayers
- \$260 billion in expanded unemployment insurance
- **\$150 billion for state and local governments**
- \$127 billion for hospitals for ventilators and other equipment
- \$50 billion for agriculture bailout expansion
- \$50 billion for Passenger Airlines, \$8 billion for Cargo Airlines

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- \$45 billion for emergency relief funds (FEMA)
- \$30 billion for educational institutions
- \$25 billion for transit programs

The CARES Act is helping workers, businesses, hospitals, emergency organizations, airlines, and transit agencies across the country. As you may know, **Maine is to receive \$1.25 billion (B)** of this \$150B provided to the States (boldfaced above). At MaineDOT, we expected that these funds would similarly help us preserve the jobs of our 1,800 workers, and the thousands of construction and indirect jobs that are essential. To do so, we expected the \$150B for the States to mitigate state revenue losses caused by COVID-19.

It is our understanding, however, that the CARES Act is reportedly being interpreted to prohibit the use of the \$150B to offset State revenue losses. In our view, that interpretation is not required by the CARES Act language and is inconsistent with the overall spirit and the intent of the Act. Accordingly, we believe the US Department of Treasury should issue guidance consistent with a more flexible view of the language, or Congress should act to clarify this issue.

The statutory language of the \$150B for the States in the CARES Act provides:

USE OF FUNDS. — A State, Tribal government, and unit of local government shall use the funds provided under a payment made under this section to cover only those costs of the State, Tribal government, or unit of local government that – (1) are necessary expenditures incurred due to the public health emergency with respect to the Coronavirus Disease 2019 (COVID-19); (2) were not accounted for in the budget most recently approved as of the date of enactment of this section for the State or government; and (3) were incurred during the period that begins on March 1, 2020, and ends on December 30, 2020.

Applying this statutory language, it appears to us that state budget curtailments caused by COVID-19 would meet all the requirements of the Act.

A curtailment of state expenditures – in MaineDOT’ s case a curtailment to the Maine State Highway Fund Budget caused by COVID-19 revenue losses - is a cost of the State that (1) is a necessary negative expenditure due to the public health emergency with respect to the Coronavirus Disease 2019 (COVID-19), (2) was not accounted for in the most recently approved Maine State Budget as of the date of the enactment of the CARES Act, and (3) will be incurred between March 1, 2020 to December 30, 2020. In our view, therefore, actions to backfill curtailments should be an eligible use under the language of the CARES Act.

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Beyond the statutory language, we believe this interpretation is consistent with the overall spirit and the intent of the CARES Act to provide immediate, flexible relief to preserve jobs and the economy. The Act was described as a “*historic relief package putting Workers First by providing desperately-needed support for working families*” House Speaker Pelosi, “*emergency relief*” that “*takes significant steps to stabilize our economy and protect jobs,*” Senate Majority Leader McConnell, and as a help to the transportation supply chain and workers, US Transportation Secretary Chao at the bill signing. All these statements show the intent to protect jobs and workers immediately, and the US Treasury should interpret the Act as such by allowing it to be used by States to backfill revenue shortfalls.

Alternatively, we have heard media reports today that next Phase (3.5 or 4?) will specifically provide that the States can use CARES Act funds to backfill state revenue shortfalls. Senate Minority Leader Schumer was quoted as saying “We did get a commitment from the White House that they would be able to use those funds for lost revenues.”

If today’s report is accurate, that is an outstanding result and another example of Congress acting to do what States need. Even with this action, however, any relief for state DOTs from the CARES Act will be inadequate given the size of the immediate DOT needs and competing State general fund needs. Therefore, there will still be a need to backfill state transportation revenues in a future Phases of the response of Congress to COVID-19.

c. Future Phases of the Federal Response to COVID-19

Further emergency relief is needed for MaineDOT as soon as possible. The attached AASHTO summary is a good and reasonable source of information regarding the amount of such need and the need for flexible use by DOTs. AASHTO has requested emergency relief - \$50B over 18 months representing 30% of state transportation revenues in FY 2019. MaineDOT fully endorses AASHTO’s proposal.

We have heard that there may be some concern about the flexibility requested given the typical role of the federal government as provider of capital funding for transportation, not operational support. We understand, but several factors show that this is not a typical time. First, we have never seen an immediate 50% drop in state Highway Fund revenue in a month, and significant revenue losses will continue. Second, if we cannot keep MaineDOT people working, we cannot get capital projects out to the contractors, so this emergency relief is integral to our capital mission. Third, this emergency relief should not be viewed as a general transfer of a state responsibility to the federal government; it is a single Congressional act to address the COVID-19 emergency. Finally, the CARES Act already provided operational support to transit agencies

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(\$25B). We believe that the same kind of emergency relief should be provided to preserve the 87% of freight and the 95+% of personal travel occurring on the highway system in Maine.

Through conversations with Congressional staff, we understand that the level of funding requested by AASHTO may be challenging to achieve. Should that be the case, we would suggest that you concentrate support early – perhaps in the remainder of FFY 2020. As noted above, we estimate that State HF revenues will be down 40% - or about \$74M – for the six-month period ending Sept 30, 2020, and down 15% - or another \$50M - for the 12-month period thereafter (FY 2021). We would be happy to discuss specific proposals and timing if that would be helpful.

In any event, the overall message of MaineDOT and AASHTO remains the same. We need substantial federal emergency relief to backfill state revenue losses now. How that happens - partially through the CARES Act or in future Phases of the Congressional COVID-19 response - is a matter best left to your expertise.

2. Reauthorization of Federal Surface Transportation Programs

Moving from emergency relief to the long-established needs and the stimulative effects of transportation, we agree with AASHTO that a robust reauthorization of the federal surface transportation and related programs is needed to remedy pre-existing funding shortfalls and to serve as a platform for national economic recovery and growth from the effects of COVID-19. The Fixing America's Surface Transportation (FAST) Act which has provided five years of certainty to state DOTs will expire in just 5½ months.

a. Maine's Documented Pre-existing Transportation Needs

Even before the coronavirus raised its vicious head, Maine was in dire need of additional transportation funding. As set forth in my cover letter to the 2020 Edition of MaineDOT's Work Plan, issued January 14 of this year, the capital transportation funding picture in Maine was grim before COVID-19.

Due to cost increases arising from workforce challenges, work constraints, and other factors, [supplementing the needs of previously-programmed projects] has required an extraordinary amount of funding. . . . Accordingly, this Work Plan largely consists of spreading what used to be two years of capital projects over three years to stay within funding and cost constraints.

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This fiscal challenge required us to prioritize even more and rely on less-reliable bond and competitive federal grant funding for basic needs. With lower levels of capital project production, we are focusing on essential safety needs, bridges, maintaining the level of Light Capital Paving (skinny mix) program as long as Highway Fund revenues allow, and implementing low-cost holding actions to even higher priority roads, consisting of patching until normal treatments become fiscally possible. Even with these efforts, the fiscal reality is that we are now competently managing a slow decline of our transportation system until bipartisan funding solutions materialize.

Maine deserves better. Transportation is fundamental to our safety, economic prosperity, and quality of life. It is fundamental to everything we do and who we are. Not only do we need adequate funding to maintain the system we have, but we also need to improve the system. We need to make targeted capacity improvements, reduce the impact of transportation on climate, improve downtowns and villages, increase programs for municipalities, and gradually reduce our dependence upon bonding and extraordinary federal funding to meet basic needs.

See <https://www.maine.gov/mdot/projects/workplan/>.

Further, the bi-partisan Blue Ribbon Commission to Recommend Transportation Funding Solutions - created by the Maine Legislature and supported by Governor Mills by Resolve 2019, Chapter 97 (BRC) - completed its work in March 2020, just before the transformational impacts of COVID-19 were widely recognized. See <https://legislature.maine.gov/blue-ribbon-commission-to-study-funding-solutions>.

This commission unanimously found that Maine had an annual transportation capital shortfall of \$232M, or about -36%.

Importantly, this shortfall was based upon assumptions that many existing funding sources would continue including state general obligation bonding of \$100M per year and federal discretionary grants. If these assumptions do not come to pass, the annual shortfall below would increase.

The BRC correctly concluded that this shortfall is simply too much for the State of Maine to handle alone. Thus, the BRC unanimously challenged the federal government to address about one-third of the need consistent with past percentages of federal funding in Maine. That translates to about \$70M per year increase from the federal government. Accordingly, before

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COVID-19, MaineDOT has asked for formula funding increases in reauthorization in the range of 30% to 50% over FAST Act levels, which would yield the additional dollars sought.

b. The Need to Stimulate Our Economy Out of the COVID-19 Recession

We agree with AASHTO that in the upcoming aftermath of the economic shock due to COVID-19, Congress should take bold action to revitalize our nation's economy and secure our long-term future by enacting a robust, long-term surface transportation package. That package should invest in highways, highway safety, transit, and passenger rail programs in every state and community across America and include reauthorization of the Water Resources Development Act on time.

In terms of amount, AASHTO requested that Congress double the amount of federal surface transportation funding and reauthorize these programs for at least another six years. MaineDOT certainly supports the AASHTO request. If that level of investment proves fiscally challenging, MaineDOT would again suggest that you frontload the dollar increases and flexibility (example – reduced match) in the early years to help our economy when it needs it most. Again, we can provide specific proposals, timing, and flexibility needed if helpful. In any event, you can be assured that every dollar you provide us will be prudently invested to improve the safety, economic opportunity, and quality of life of Maine people.

In closing, thank you for your ongoing support of transportation in Maine. Please let me know if we can provide any further information to move these critical issues forward.

Respectfully,



Bruce A. Van Note, Commissioner
Maine Department of Transportation

cc: Jeremy Kennedy, Chief of Staff, Governor Janet T. Mills

April 6, 2020

The Honorable Nancy Pelosi, Speaker, United States House of Representatives
The Honorable Mitch McConnell, Majority Leader, United States Senate

The Honorable Kevin McCarthy, Republican Leader, United States House of Representatives
The Honorable Charles E. Schumer, Democratic Leader, United States Senate

Dear Speaker Pelosi, Leader McConnell, Leader McCarthy, and Leader Schumer:

As the organization representing all 50 state departments of transportation (state DOTs), the District of Columbia, and Puerto Rico, the American Association of State Highway and Transportation Officials (AASHTO) lauds Congress's historic response to the COVID-19 pandemic. We very much appreciate your significant and timely support for aviation, passenger rail, and transit operating needs provided through the Coronavirus Aid, Relief, and Economic Security (CARES) Act last month. Despite the uncertainty and rapidly-changing nature of this pandemic, state DOTs are working tirelessly to ensure the health and safety of their residents, employees, and the traveling public as they maintain their transportation systems.

We now urge Congress to take two important steps related to surface transportation infrastructure in the next COVID-19 legislation—the “Phase 4” emergency relief and economic recovery package. First, we request an immediate \$49.95 billion in flexible federal funding to offset what we estimate will average at least a 30 percent loss in state transportation revenues in the next 18 months. This federal backstop will help to ensure state DOTs can operate and maintain their systems without disruption and allow current transportation projects and plans to continue. Second, in order to boost years-long economic recovery that will be necessary once the national emergency subsides, Congress should look to pass a major transportation investment package in the form of surface transportation and water transportation reauthorization.

These actions to shore up our nation's highway, transit, passenger rail, and water transportation systems will send a bold signal to raise consumer and investor confidence and expectations for economic recovery, while strengthening our national transportation system for decades to come.

Immediate Revenue Backstop for State DOTs

Congress should provide \$49.95 billion as an immediate revenue backstop to state DOTs in order to prevent major disruptions in their ability to operate and maintain their transportation systems during this national emergency. Compared to \$111 billion in state transportation revenues in FY 2019, preliminary projections from state DOTs show at least a 30 percent decline on average for the next 18 months. In addition, most recent data from INRIX shows that personal travel dropped between 38 and 44 percent nationally through the week ending March 27, 2020, and may worsen in the coming weeks. As such, AASHTO's request of \$49.95 billion in emergency funding distributed to state DOTs via formula is composed of \$16.7

billion for the remainder of FY 2020 (estimated 30 percent state revenue cut prorated over six months) and \$33.3 billion for all of FY 2021 (estimated 30 percent state revenue cut for a full year). This crucial federal backstop will prevent cancellations and delays of projects as well as potential job losses both in the State DOT workforce and the private sector.

Treatment as state revenue. Given the urgent nature of states' needs in the coming weeks and months, we request these backstop funds to be essentially treated as state revenues that would otherwise have been collected for a wide range of state DOT activities without the COVID-19 pandemic. This broad funding eligibility would recognize the fact that state transportation revenues are used for any and all transportation activities undertaken by state DOTs.

Operations and maintenance support. State DOT operations and maintenance activities should be fully eligible for funds provided as the revenue backstop. This will enable states to help pay for unusually heavy expenses resulting from extraordinary conditions caused by COVID-19, ranging from meeting payroll for state DOT workforce to prevent furloughs or layoffs to improving remote-working systems to prevent IT system overload contributing to project delivery delays and increased costs.

100 percent federal share. The estimated state revenue cuts threaten the ability to provide state and local match in the near term for the traditional Federal-aid Highway Program. In addition to supporting immediate capital, operations, and maintenance needs at state DOTs, this feature will also provide states the necessary fiscal space to meet existing debt obligations.

Sensible reporting. Taking lessons learned from past recovery efforts, we request Congress to not include maintenance of effort requirements and to avoid overlapping reporting and oversight requirements from multiple entities.

Obligation timeline. We request the backstop funds for both FY 2020 and FY 2021 to be available for obligation through September 30, 2021.

Platform for National Economic Recovery and Growth

Transportation investment is a proven platform for economic activity with long-lasting mobility and productivity benefits. Yet the Fixing America's Surface Transportation (FAST) Act which has provided five years of funding stability and certainty to state DOTs will expire in just six months. In the upcoming aftermath of the economic shock due to COVID-19, Congress must take bold and historic action to revitalize our nation's economy and secure our long-term future by enacting a robust, long-term surface transportation package that invests in highway, highway safety, transit, and passenger rail programs in every state and community across America. In addition, Congress should look to once again reauthorize the Water Resources Development Act on time.

According to the US Department of Transportation's *Conditions and Performance Report: 23rd Edition*, our nation's total investment backlog in 2014—the latest year available—stood at \$902 billion, comprising a highway and bridge backlog of \$786 billion and a transit backlog of \$116 billion. This cumulative backlog—resulting from decades of underinvestment—represents all

highway, bridge, and transit improvements that could be economically justified for immediate implementation.

To address this backlog and stimulate the economy we request that you double the amount of federal surface transportation funding and reauthorize these programs for at least another six years. These actions will finally put us on the path to eliminate this longstanding investment backlog by the end of this decade while meeting arising asset condition and performance needs to support and sustain our multiyear economic recovery and growth.

In providing these resources, we recommend that Congress utilizes contract authority for funding stability and certainty. In addition, we ask you to focus on maximizing formula-based dollars provided directly to states through the existing core formula programs and avoid incorporating untested new programs and discretionary grants that tend to add both uncertainty and additional costs to project sponsors.

To assist in enacting the next surface transportation authorization, we are proud to share [AASHTO's recommended policies](#) adopted by our Board of Directors last October for your consideration, including our Core Policy Principles:

Ensure timely reauthorization of a long-term federal surface transportation bill.

- Funding stability provided by federal transportation programs is absolutely crucial to meet states' capital investment needs, which take multiple years to plan and construct.
- A long-term transportation bill is needed in order to avoid an authorization gap upon FAST Act expiration in September 2020. Short-term program extensions cause unnecessary program disruptions and delays safety and mobility benefits to states and communities.

Increase and prioritize formula-based federal funding provided to states.

- The current federal highway program optimally balances national goals with state and local decision making.
- Formula-based transportation funding reflects the successful federal-state partnership by ensuring the flexibility necessary for each state to best meet its unique investment needs.
- Congress should increase the formula-based program's share of the Federal-aid Highway Program from 92 percent currently in the FAST Act.

Increase flexibility, reduce program burdens, and improve project delivery.

- Increase programmatic and funding flexibility to plan, design, construct and operate the surface transportation system.
- Reduce regulatory and programmatic burdens associated with federal programs that are not part of the project approval process.
- Modernize Clean Water Act, Clean Air Act, and Endangered Species Act processes to improve transportation and environmental outcomes and reduce delays.
- To streamline and improve project delivery, states should be provided with opportunities to assume more federal responsibilities and the associated accountability.

Support and ensure state DOT's ability to harness innovation and technology.

- Innovative approaches and technologies should be embraced to achieve a safer and more resilient, efficient and secure surface transportation system.
- State DOTs, as infrastructure owners and operators, need the 5.9 GHz spectrum for transportation safety and connected vehicle deployment purposes.
- Preserve state and local government authority to regulate operational safety of autonomous vehicles.
- Preserve state and local government authority to responsibly manage data collected from transportation technologies.

In addition to strengthening and securing federal highway and transit programs, we urge Congress to improve our nation's passenger rail and water transportation systems.

Ensuring Investment in America's State-supported Passenger Rail Network

Twenty-one public agencies in 18 states across the United States are responsible for 29 passenger rail routes serviced by Amtrak. At least \$55 billion has been identified by Amtrak for intercity passenger rail to support critical infrastructure, procurement of new passenger fleet, and to advance station development and ADA compliance of both the Northeast Corridor and National Network. Federal funding should be eligible for states or entities designated by a state and will dramatically improve passenger rail mobility and travel options in our nation for the long term.

Continuing our National Commitment to Improve Water Transportation

Water transportation is a vital element of the national multimodal transportation system and essential to the efficient movement of freight. AASHTO urges Congress to pass the next Water Resources Development Act (WRDA) this year which would authorize the critical U.S. Army Corps of Engineers (USACE) port, waterway, flood protection, and other water infrastructure improvements across the country. In addition to this reauthorization, it is imperative to address the growing backlog of authorized, but unconstructed USACE projects. A timely reauthorization of WRDA and supplemental funds to address this backlog will dramatically improve and modernize our ports, harbors, and waterways for the future of our nation's economic competitiveness.

Thank you again for your bold leadership during this unprecedented crisis and for your consideration of state DOTs' request for the next COVID-19-related legislation. If you have any questions, please contact Joung Lee, AASHTO's Director of Policy and Government Relations at 202-624-5818 or jlee@aaasho.org.

Sincerely,



Patrick K. McKenna
President, AASHTO
Director, Missouri DOT



Jim Tymon
Executive Director, AASHTO

cc:

The Honorable Richard Shelby, Chair, Senate Appropriations Committee
The Honorable Patrick J. Leahy, Ranking Member, Senate Appropriations Committee
The Honorable Susan Collins, Chair, Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
The Honorable Jack Reed, Ranking Member, Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
The Honorable Michael Crapo, Chair, Senate Banking, Housing, and Urban Affairs Committee
The Honorable Sherrod Brown, Ranking Member, Senate Banking, Housing, and Urban Affairs Committee
The Honorable John Barrasso, Chair, Senate Environment and Public Works Committee
The Honorable Thomas R. Carper, Ranking Member, Senate Environment and Public Works Committee
The Honorable Roger Wicker, Chair, Senate Commerce, Science, and Transportation Committee
The Honorable Maria Cantwell, Ranking Member, Senate Commerce, Science, and Transportation Committee
The Honorable Chuck Grassley, Chair, Senate Committee on Finance
The Honorable Ron Wyden, Ranking Member, Senate Committee on Finance
The Honorable Nita M. Lowey, Chair, House Appropriations Committee
The Honorable Kay Granger, Ranking Member, House Appropriations Committee
The Honorable David E. Price, Chair, House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
The Honorable Mario Diaz-Balart, Ranking Member, House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
The Honorable Peter A. DeFazio, Chair, House Transportation and Infrastructure Committee
The Honorable Sam Graves, Ranking Member, House Transportation and Infrastructure Committee
The Honorable Eleanor Holmes Norton, Chair, House Transportation and Infrastructure Subcommittee on Highways and Transit
The Honorable Rodney Davis, Ranking Member, House Transportation and Infrastructure Subcommittee on Highways and Transit
The Honorable Richard Neal, Chair, House Ways and Means Committee
The Honorable Kevin Brady, Ranking Member, House Ways and Means Committee

Maine Highway Fund Shortfall Projection - Apr 9 2020

Calendar Year	Month #	Month	Projected %			Projected Revenue
			100% Revenue	Reduction	\$ Reduction	
2020	4	April	\$28,938,221	30%	\$8,681,466	\$20,256,755
2020	5	May	\$29,591,790	60%	\$17,755,074	\$11,836,716
2020	6	June	\$27,717,856	55%	\$15,244,821	\$12,473,035
2020	7	July	\$31,339,141	45%	\$14,102,613	\$17,236,528
2020	8	August	\$33,316,223	30%	\$9,994,867	\$23,321,356
2020	9	September	\$31,188,354	25%	\$7,797,089	\$23,391,266
2020	10	October	\$26,249,705	25%	\$6,562,426	\$19,687,279
2020	11	November	\$28,398,027	20%	\$5,679,605	\$22,718,422
2020	12	December	\$24,719,009	20%	\$4,943,802	\$19,775,207
2021	1	January	\$28,609,508	20%	\$5,721,902	\$22,887,606
2021	2	February	\$26,462,059	20%	\$5,292,412	\$21,169,647
2021	3	March	\$25,363,401	15%	\$3,804,510	\$21,558,891
2021	4	April	\$28,938,221	15%	\$4,340,733	\$24,597,488
2021	5	May	\$29,591,790	12%	\$3,551,015	\$26,040,775
2021	6	June	\$27,717,856	10%	\$2,771,786	\$24,946,070
2021	7	July	\$31,339,141	10%	\$3,133,914	\$28,205,227
2021	8	August	\$33,316,223	7%	\$2,332,136	\$30,984,087
2021	9	September	\$31,188,354	7%	\$2,183,185	\$29,005,169
			\$523,984,879		\$123,893,355	\$400,091,524
			FFY 2020	-40%	\$73,575,930	
			FFY 2021	-15%	\$50,317,425	

Revenue Reduction Projection

