

## **FROM THE GLR ASHE POLITICAL INFORMATION NETWORK**

The ASHE PIN was relieved that the federal government passed the legislation to avoid a government shutdown at the end of last year and that the appropriation for the FAST Act for the next fiscal year was also passed. However, as the FAST Act expiration is approaching on September 30, 2020, and with the state of Congress, the impeachment of the President, and the upcoming presidential election in 2020, many think that the FAST Act will be extended for one year to September 30, 2021. However, the age old question still remains is how can we find funding for the Highway Trust Fund. While 'vehicle miles traveled' is being explored by numerous states in the western part of the country, no alternate funding source besides the gasoline users fee has been brought up as a viable method to collect monies for the Highway Trust Fund.

On the campaign trail, democratic presidential candidate Pete Buttigieg has released a \$1 trillion infrastructure plan that would be rolled out over 10 years. Among specifics, the funding for the BUILD program would be doubled, a new \$3 billion grant program for transportation projects of national significance "to facilitate collaboration across states and regions" would be created, a \$50 billion grant program for states to repair bridges would be created, as well as a promise to inject \$165 billion into the Highway Trust Fund to ensure it remains solvent through 2029.