

2018 AASHTO Washington Briefing

2018 AASHTO LEGISLATIVE ACTION AGENDA

For Consideration by Congress and the Trump Administration

AASHTO'S POLICY PRIORITIES

1. Fix the Federal Highway Trust Fund in the Infrastructure Package

- Highway Trust Fund spending will exceed revenues by \$16 billion by 2020 when the FAST Act expires.
- In order to support a five-year bill at current levels after the FAST Act, \$93 billion in additional revenue is needed; \$115 billion to support a six-year bill.
- Federal funding debate can draw upon the experience of 31 states that have successfully enacted *transportation revenue packages* since 2012.

2. Increase and Prioritize Formula-Based Federal Funding to Ensure Flexibility

- The current Federal highway program optimally balances national goals with state and local decision-making.
- Increasing formula-based transportation funding in the infrastructure package ensures additional dollars and the flexibility necessary for each state to best meet their unique investment needs.

3. Honor Funding Levels in the FAST Act

- Congress should honor *authorized* highway, highway safety, transit, and passenger rail program funding levels in the FAST Act through full-year appropriations bills, instead of short-term continuing resolutions that frequently disrupt Federal funding.
- Congress is *urged to avoid using rescission* of highway contract authority as a budgetary offset, as rescissions at best impede state DOT flexibility in programming federal dollars and, at worst, result in hard cuts to highway funding.

4. Streamline Environmental Permitting and Approvals and Reduce Program Burdens

- As stewards of both human and natural environments, state DOTs support modernization of NEPA, Clean Water Act, Clean Air Act, and Endangered Species Act to improve outcomes and reduce delays.
- To speed up project delivery, states should be provided with opportunities *to assume more Federal responsibilities and associated accountability*.
- In general, regulatory and programmatic burdens associated with federal programs that are not part of the project approval process should be reduced.

5. Ensure States' Ability to Safely Deploy Connected and Autonomous Vehicles (CAVs)

- AASHTO *supports* integrating DSRC (Dedicated Short Range Communications)-based connected vehicle technologies with development and deployment of autonomous vehicles to maximize public safety.
- States should continue to maintain their traditional oversight of vehicle operations and enforcement of traffic laws.

6. Reauthorize Federal Aviation Administration Programs

- Enact a multiyear FAA bill that provides more flexibility to fund multimodal projects and grows Airport Improvement Program funding each year.
- Maintain the grants for non-primary airports, Essential Air Service Program, and Small Community Air Service Development Program.

WHAT IS AASHTO?

- The American Association of State Highway and Transportation Officials—AASHTO—is a 103-year-old nonprofit association of the nation's state departments of transportation (state DOTs).
- AASHTO's membership includes the transportation departments of the 50 states, the District of Columbia, and Puerto Rico. Its Board of Directors is composed of CEOs of each state DOT.

STATE DEPARTMENTS OF TRANSPORTATION...

- **Underpin economic activities** enabled by passenger and freight movement as the primary stewards of our nation's highway infrastructure:
 - Design, build, maintain, and operate key highway assets, ranging from 7 percent of public road miles in California to 89 percent in West Virginia.
 - Own and operate the Interstate Highway System which handles nearly 25 percent of total vehicle miles traveled annually and 40 percent of truck traffic even though it comprises only 1.2 percent of total public road miles.
- **Ensure safety** through:
 - Governors' highway safety representatives,
 - Motor vehicle licensing and registration,
 - State highway patrol, and
 - Truck safety regulation.
- **Protect the environment** by:
 - Minimizing air and water pollution,
 - Preserving parklands and wetlands, and
 - Ensuring a sustainable and resilient transportation system.
- **Manage a multimodal transportation network** by:
 - Investing in public transportation (larger share than Federal government) and non-motorized travel modes, and
 - Operating public transportation systems, short line railroads, airports, and harbors.

AASHTO'S STRATEGIC PLAN GOALS

- Provide value to members.
- Provide innovative technical and professional services and products.
- Be a leader in national transportation policy development.
- Communicate the value of transportation and transportation investments.

AASHTO LEADERSHIP

- 52-member Board of Directors which sets Association policy
- 2017–2018 President: John Schroer, Commissioner, Tennessee Department of Transportation
- 2017–2018 Vice President: Carlos Braceras, Executive Director, Utah Department of Transportation
- Secretary/Treasurer: Scott Bennett, Director, Arkansas Department of Transportation
- Executive Director: Bud Wright