AASHTO FAST ACT REAUTHORIZATION
CORE POLICY PRINCIPLES

Adopted by the AASHTO Transportation Policy Forum on May 22, 2019

1. 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 so that there is no authorization gap upon FAST Act
     expiration in September 2020. Short-term program extensions cause unnecessary program
     disruptions and delays mobility and safety benefits to states and communities.

2. Enact a long-term, sustainable revenue solution for the Highway Trust Fund
   • Ensuring Highway Trust Fund solvency in supporting a six-year federal surface transportation bill
     that simply maintains current FAST Act funding levels, will require $114 billion in additional
     revenues for the Highway Trust Fund.
   • To achieve a state of good repair, USDOT’s 2015 Conditions and Performance Report estimates
     highway and bridge needs at $836 billion and transit needs at $122 billion, which would require
     significant additional investment.
   • Federal funding solutions can draw upon the experience of 31 states that have successfully enacted
     transportation revenue packages since 2012.

3. 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
     flexibility necessary for each state to best meet its unique investment needs.

4. 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 associated accountability.

5. Support and ensure State DOTs’ 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.