

1                   **Proposed Policy Resolution for the AASHTO Transportation Policy Forum**  
2           **Title: Urging Congress to Repeal the FAST Act’s \$7.6 Billion Rescission of Highway Contract**  
3                   **Authority**  
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5   **WHEREAS**, In December 2015, Congress successfully passed the Fixing America’s Surface Transportation  
6 (FAST) Act, the first long-term surface transportation authorization in a decade, which signaled its  
7 commitment to ensure predictable, stable federal funding between 2016 and 2020;

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9   **WHEREAS**, despite the \$305 billion in highway, highway safety, transit, and passenger rail funding  
10 authorized by the FAST Act for five years, investment backlog for transportation infrastructure continues  
11 to increase, reaching \$836 billion for highways and bridges and \$90 billion for transit according to the US  
12 Department of Transportation; and

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14   **WHEREAS**, the FAST Act includes a \$7.6 billion rescission of unobligated highway contract authority  
15 scheduled for July 1, 2020; and

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17   **WHEREAS**, unobligated balances of contract authority represent commitments to the states from the  
18 Highway Trust Fund and have provided states with the flexibility to apply the obligation limitation to  
19 each state’s needs and top priority highway programs; and

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21   **WHEREAS**, the FAST Act rescission requires states to cut their share of highway contract authority in a  
22 proportional manner across core highway program categories regardless of the relative balance  
23 contained, which ignores states’ funding priorities reflected in the balance; and

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25   **WHEREAS**, rescinding unobligated highway contract authority is a budgetary gimmick that impedes the  
26 flexibility of state departments of transportation to meet their individual infrastructure needs and  
27 disrupts timely delivery of projects; and

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29   **WHEREAS**, the planned rescission next summer is already starting to impact project construction, which  
30 will delay mobility, quality of life, and economic benefits provided by these projects if unaddressed  
31 soon, and therefore now be it;

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33   **RESOLVED**, Congress is urged to repeal the \$7.6 billion rescission scheduled for July 1, 2020 under the  
34 FAST Act as soon as possible; and be it further

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36   **RESOLVED**, in the future, authorizing and appropriations committees in Congress are urged to  
37 consistently support federal investment in transportation by ceasing its reliance on highway contract  
38 authority rescissions as a budgetary offset for unrelated programs.