

# AASHTO Scorecard of Congressional Surface Transportation Reauthorization

September 4, 2019

AASHTO Core Policy Principles for Reauthorization of the FAST Act (8/8/19)	Senate EPW ATIA (7/30/19)	Full Senate	House
<b>1. Ensure timely reauthorization of a long-term federal surface transportation bill</b>			
<ul style="list-style-type: none"> <li>Funding stability provided by federal transportation programs is absolutely crucial to meet states' capital investment needs, which take multiple years to plan and construct.</li> </ul>	Yes, 5 Year bill from 2021-2025; repeals FAST Act rescission		
<ul style="list-style-type: none"> <li>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 safety and mobility benefits to states and communities.</li> </ul>	Yes, Committee-approved 14 months before FAST Act expiration		
<b>2. Enact a long-term, sustainable revenue solution for the Highway Trust Fund</b>			
<ul style="list-style-type: none"> <li>Ensuring Highway Trust Fund solvency in supporting a six-year federal surface transportation bill that simply maintains current FAST Act funding levels, will require approximately \$100 billion in additional revenues for the Highway Trust Fund.</li> </ul>	Not in jurisdiction		
<ul style="list-style-type: none"> <li>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 \$90 billion, which would require significant additional investment.</li> </ul>	No, Authorizes \$287 billion over 5 years		
<ul style="list-style-type: none"> <li>Federal funding solutions can draw upon the experience of 31 states that have successfully enacted transportation revenue packages since 2012.</li> </ul>	Not in jurisdiction		
<b>3. Increase and prioritize formula-based federal funding provided to states</b>			
<ul style="list-style-type: none"> <li>The current federal highway program optimally balances national goals with state and local decision making.</li> </ul>	Yes, all core formula programs are retained		
<ul style="list-style-type: none"> <li>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.</li> </ul>	Yes, all core formula programs are retained		
<ul style="list-style-type: none"> <li>Congress should increase the formula-based program's share of the Federal-aid Highway Program from 92 percent currently in the FAST Act.</li> </ul>	No, variety of new programs are created; core programs receive 90% of HTF		
<b>4. Increase flexibility, reduce program burdens, and improve project delivery</b>			
<ul style="list-style-type: none"> <li>Increase programmatic and funding flexibility to plan, design, construct and operate the surface transportation system.</li> </ul>	Yes, resiliency eligibility is expanded for NHPP, STBGP, ER; HSIP is more flexible		
<ul style="list-style-type: none"> <li>Reduce regulatory and programmatic burdens associated with federal programs that are not part of the project approval process.</li> </ul>	Yes, Stewardship & Oversight agreement is standardized; CE sharing is expanded; no new performance measures are added		
<ul style="list-style-type: none"> <li>Modernize Clean Water Act, Clean Air Act, and Endangered Species Act processes to improve transportation and environmental outcomes and reduce delays.</li> </ul>	No		
<ul style="list-style-type: none"> <li>To streamline and improve project delivery, states should be provided with opportunities to assume more federal responsibilities and the associated accountability.</li> </ul>	No		
<b>5. Support and ensure state DOTs' ability to harness innovation and technology</b>			
<ul style="list-style-type: none"> <li>Innovative approaches and technologies should be embraced to achieve a safer and more resilient, efficient and secure surface transportation system.</li> </ul>	Yes, new programs focus on safety, resiliency, and alternative fueling		
<ul style="list-style-type: none"> <li>State DOTs, as infrastructure owners and operators, need the 5.9 GHz spectrum for transportation safety and connected vehicle deployment purposes.</li> </ul>	Not in jurisdiction		
<ul style="list-style-type: none"> <li>Preserve state and local government authority to regulate operational safety of autonomous vehicles.</li> </ul>	Not in jurisdiction		
<ul style="list-style-type: none"> <li>Preserve state and local government authority to responsibly manage data collected from transportation technologies.</li> </ul>	Not in jurisdiction		