AASHTO’s Core Policy Principles for Reauthorization
Policy Resolution PR-3-19

AASHTO supports the following core policy principles for reauthorization of highway, transit, and other surface transportation programs:

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 safety and mobility 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 approximately $100 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 $90 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 the flexibility necessary for each state to best meet its unique investment needs.
   - Congress should increase the formula-based program’s share of the Federal-aid Highway Program from 92 percent currently in the FAST Act.

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 the associated accountability.

5. **Support and ensure state DOT’s 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.
   - Preserve state and local government authority to responsibly manage data collected from transportation technologies.