

# 2020 AASHTO Legislative Action Agenda

For consideration by Congress and the Administration

## Core Policy Principles for Surface Transportation Reauthorization

### 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 delay 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 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.
- Preserve state and local government authority to responsibly manage data collected from transportation technologies

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