

**Policy Resolution PR-3-19**  
**Title: AASHTO's Core Policy Principles for Reauthorization**

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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.