

## Policy Resolution PR-6-19

### Title: AASHTO Reauthorization Policy Theme 3: Maintain Current Program Structure

---

Whereas, The heart and soul of the Federal-aid Highway Program are the formula dollars supporting state and local investment decisions;

Whereas, This nation-building program, starting with the Federal-aid Road Act of 1916, established the foundation of a *federally-assisted State* highway program, and has been perfectly suited to a growing and geographically diverse nation like ours;

Whereas, The stable federal investment enabled by the Highway Trust Fund has allowed states and their local partners to fund state- and locally-critical projects that at the same time serve the interests of the nation as a whole;

Whereas, Congress recognized in the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) legislation the need to consolidate a complex array of federal highway programs into a smaller number of broader programs, with the eligibilities generally continuing under such programs;

Whereas, This revised program structure has provided state DOTs with greater flexibility to deliver projects more efficiently, and it better supports data-driven investment decisions to meet performance targets established in MAP-21;

Whereas, The formula-based program framework built the Interstate Highway System and the National Highway System, the backbone of our national network of roads and bridges that drives our national economy; and

Whereas, Maintaining this core program structure remains the optimal approach for the next surface transportation legislation to serve all corners of our country by improving mobility and quality of life in urban, suburban, and rural areas; now, therefore, be it

*Resolved*, That Congress is urged to focus on maximizing federal formula-based dollars provided directly to states through the existing core formula programs by increasing the 92 percent share of formula dollars relative to all highway program funding under the FAST Act, rather than looking at approaches that can divert the federal government's focus and role in the surface transportation program (Issue FF-3);

*Resolved*, That Congress should continue to prioritize formula funding over discretionary grant programs as state and local governments already have existing investment plans, programs, and processes in place and can put new federal formula funds to work promptly and effectively (Issue FF-3);

*Resolved*, That Congress must maintain the current balance of funding among highway, highway safety, and transit programs from the Highway Trust Fund and continue General Fund support for rail programs (Issue FF-8);

*Resolved*, That Congress should clarify that performance measures and the achievement of federal performance management targets are not related to apportioning or allocating federal funds among the states, and also clarify that federal performance management requirements were established to provide a source to communicate with decision makers and the public on the condition and investment needs of the national highway system as a whole (Issue PM-1);

*Resolved*, That Congress should reauthorize the Consolidated Rail Infrastructure and Safety Improvements Grant Program, State of Good Repair Grant Program, and the Restoration and Enhancement Grant Program above FAST Act levels, and support cross-border investment (Issue RT-1);

*Resolved*, That Congress should maintain the existing balance of authority among state DOTs, Metropolitan Planning Organizations, and rural planning organizations (Issue PL-1);

*Resolved*, That using current annually appropriated funding levels as a baseline for formula and discretionary funds, Congress should provide increased Highway Trust Fund formula and discretionary grants for buses and bus facilities, supplemented by General Funds where possible (Issue PT-2);

*Resolved*, That Congress should maintain the current federal-state matching ratio requirements for projects and further explore innovative match strategies such as the sale or exchange of toll credits (Issue FF-6);

*Resolved*, That while most projects require federal support in the form of direct funding, Congress should continue to support the federal financing tools currently provided and encourage new innovative financing approaches (Issue FF-11);

*Resolved*, That Congress should preserve the current maximum federal funding match ratios for public transit programs to ensure support for rural and urban communities, individuals with disabilities and seniors, and our nation's transit infrastructure (Issue PT-4);

*Resolved*, That Congress should reauthorize funds for the Amtrak National Network and the Amtrak Northeast Corridor in order to continue efficient and effective passenger rail mobility (Issue RT-3); and

*Resolved*, That no new additional federal performance measures, associated performance management requirements, or other new complexities should be established or authorized (Issue PM-4).