**AASHTO-AGC-ARTBA Joint Committee**

**Joint Position Statement JPS-4-16**

**Title: FY 2017 Transportation Appropriations**

**WHEREAS,** the Fixing America’s Surface Transportation (FAST) Act of 2015 is the longest duration surface transportation program reauthorization in a decade; and

**WHEREAS,** prior to enactment of the FAST Act, a series of short-term extensions and Highway Trust Fund revenue crises created years of uncertainty about future federal-aid funding, resulting in project delays and cancellations, higher costs and deferring of improvements affecting safety, efficiency and economic development; and

**WHEREAS,** the investment levels and federal program stability promised under the FAST Act require timely enactment of annual appropriations bills that adhere to the new law’s authorization levels; and

**WHEREAS,** increasing state flexibility and accountability were primary objectives of the FAST Act; and

**WHEREAS,** putting off enactment of a fiscal year 2017 appropriations bill for the U.S. Department of Transportation until well into calendar year 2017—as some members of Congress are currently proposing—would needlessly delay critical highway and public transportation investment increases and renew uncertainty about future federal-aid funding; and

**WHEREAS,** rescinding unobligated highway contract authority is a Washington, D.C., budget gimmick that impedes the flexibility of state departments of transportation to meet their individual infrastructure needs, and disrupts transportation planning and timely delivery of projects; and

**WHEREAS,** the Senate-passed fiscal year 2017 transportation appropriations bill contains a $2.2 billion rescission of unobligated highway contract authority and the House proposal includes no comparable provision; and

**WHEREAS,** these issues will be severely exacerbated when combined with the $7.6 billion rescission enacted in the FAST Act; now, therefore, be it

**RESOLVED,** That the AASHTO-AGC-ARTBA Joint Committee and its component associations urge the U.S. House of Representatives and Senate to pass a final fiscal year 2017 appropriations bill for the U.S. Department of Transportation during calendar year 2016 that: provides, at a minimum, the highway and public transportation investment levels authorized by the FAST Act; and includes no rescission of unobligated highway contract authority; and be it further

**RESOLVED,** That the AASHTO-AGC-ARTBA Joint Committee and its component associations urge the president to sign this legislation expeditiously when it is passed in Congress.