



AASHTO's Framework for Surface Transportation Reauthorization

Balance—The next reauthorization must:

▶ Invest in both highways and transit

▶ Address the needs of metropolitan, suburban, and rural areas

▶ Meet both preservation and capacity needs

Leverage—Congress should increase the flexibility for states to use tolling, Public-Private Partnerships, and innovative finance to enable them to better leverage the assistance they receive from federal funding.

Project Delivery—Congress should support strategies that will make it possible to cut in half the time it takes to deliver projects.

Focus on National Priorities—Safety, Urban Mobility, Rural Connection, Preservation and Modernization, Freight, and the Environment

Performance-Based System Accountable for Results

- The U.S. Department of Transportation should work in partnership with states, local governments, and stakeholders to identify national transportation goals, and performance measures through which they can measure and report on progress.
- States, their Metropolitan Planning Organizations, and transit authorities should have the lead in setting performance targets and in developing and implementing plans they will use to meet national transportation goals.

Governance

- State and Local Decision Making: Selection of projects should be made by the state and local governments closest to the users of the transportation system and in the best position to set priorities which meet community needs.
- Flexibility: A new bill must recognize the unique challenges facing each state. Wyoming has different transportation priorities from New York. Yet, both are united by the common transportation network upon which the American economic engine runs.

“Transportation investment creates jobs. Its investments also come with a return—one that benefits millions of users’ every-day...and for decades to come.”



—Susan Martinovich, AASHTO President, Nevada DOT Director



“An investment in Transportation is not growing government. It is an investment into the backbone of the economy.”

—John Njord, Utah DOT Executive Director



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Long-Term Predictability—The predictability of a multi-year program is as important to the states, cities, and counties who manage the program as it is to the engineers, contractors, labor organizations, materials suppliers, and equipment manufacturers who they depend on to deliver it.

Research, Technology, and Modernization

- Sufficient funding for research and technology programs should be provided to sustain vital programs at the U.S. DOT, the cooperative research programs administered by the Transportation Research Board, and implementation of the SHRP2 Program.

Safety

- Congress should establish a national goal to cut in half the number of traffic fatalities over the next 20 years, increase safety funding, and consolidate the program.

Intercity Passenger and High Speed Rail

- Over six years Congress should provide \$50 billion in funding to states to provide intercity passenger rail and high speed rail service in key corridors.

**The American Association of State Highway and Transportation Officials
Surface Transportation Funding Goals**

AASHTO supports robust program funding that begins the process of addressing the nation's surface transportation needs. The following table summarizes funding levels to support AASHTO's proposed program categories.

HIGHWAY TRUST FUNDED PROGRAMS (in Billions of Dollars)								
Current Program	2010	2011	Proposed Program	2012	2013	2014	2015	TOTAL
Interstate Maintenance	\$5.9	\$6.0	Preservation and Renewal	\$30.2	\$32.8	\$35.3	\$37.8	\$148.0
National Highway System	\$7.2	\$7.3	Highway Freight	\$2.6	\$2.8	\$3.0	\$3.2	\$26.2
Surface Transportation Program	\$7.6	\$7.7	Highway Safety	\$2.8	\$3.0	\$3.3	\$3.5	\$27.9
Bridge	\$5.1	\$5.1	Operations	\$2.6	\$2.8	\$3.0	\$3.2	\$21.8
Safety	\$1.3	\$1.3	Transportation System Improvement/Congestion Reduction	\$12.0	\$13.0	\$14.0	\$15.0	\$56.5
Congestion Mitigation and Air Quality	\$2.1	\$2.1	Environment Program	\$3.8	\$4.1	\$4.4	\$4.7	\$21.2
Other FHWA Programs	\$11.1	\$11.2	Other Programs including Federal Lands	\$6.0	\$6.5	\$7.0	\$7.5	\$49.2
TOTAL—Highways	\$40	\$41	TOTAL—Highways	\$60	\$65	\$70	\$75	\$351
TOTAL—Transit	\$10	\$11	TOTAL—Transit	\$12	\$14	\$16	\$17	\$80
ADDITIONAL PROGRAMS OUTSIDE HIGHWAY TRUST FUND								
Current Program	2010	2011	Proposed Program	2012	2013	2014	2015	TOTAL
TOTAL—Freight	N/A	N/A	TOTAL—Freight	\$6	\$7	\$8	\$9	\$31
TOTAL—Intercity Passenger Rail	\$8	\$3	TOTAL—Intercity Passenger Rail	\$8	\$9	\$10	\$12	\$49
TOTAL PROGRAM FUNDING								
Current Program	2010	2011	Proposed Program	2012	2013	2014	2015	TOTAL
GRAND TOTAL	\$58	\$55	GRAND TOTAL	\$86	\$95	\$104	\$113	\$510

Notes: Fiscal years 2010 and 2011 reflect current or pending extensions of SAFETEA-LU programs. In addition, the transit program is funded from both the Highway Trust Fund and the General Fund of the U.S. Treasury.