

**Resolution of the
Southeastern Association of
State Highway and Transportation Officials**

**EXPRESSING CONCERN ABOUT PROVISIONS CONTAINED IN
SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009**

WHEREAS, the Southeastern Association of State Highway and Transportation Officials (SASHTO) represents the departments of transportation of twelve states and one territory; and

WHEREAS, SASHTO supports provisions in the proposed Surface Transportation Authorization Act of 2009 that seek to significantly increase federal investment in our nation's multimodal transportation systems and recognizes the importance of preserving our existing transportation system and bringing it up to a state of good repair along with some provisions aimed at streamlining the project delivery process; and

WHEREAS, all modes of transportation will continue to play an important role in meeting current and future transportation needs; however, highways will continue to represent the backbone of transportation for both people and freight throughout the Southeast and across the United States; and

WHEREAS, the proposed Surface Transportation Authorization Act of 2009 devotes a larger share of total transportation dollars to discretionary funding programs for projects to be selected by the United States Department of Transportation which could restrict the ability of many states from participating in these programs. While these investments may advantage large urban areas, these should not disadvantage rural and non-urban areas from making meaningful improvements to transportation systems that are essential in providing system connectivity; and

WHEREAS, based on decades of success in the development of the nation's surface transportation system, due in large part to the expertise that states have developed in transportation planning and project delivery, implementation of a federally assisted and state administered program must continue to be respected and utilized in the federal surface transportation program such that the role and authority of states in the delivery of highway and surface transportation programs is enhanced, not diminished, compared to present law; and

WHEREAS, the proposed Surface Transportation Authorization Act of 2009 imposes a top-down federal performance management process; discourages innovation and public-private partnerships; and does not address funding equity; and

WHEREAS, the proposed Surface Transportation Authorization Act of 2009 decreases state flexibility to effectively use federal funds including, but not limited to, eliminating ability of states to transfer funds between highway program elements; not clearly permitting significant funds to be used to reconstruct, restore and resurface highways and, for most highway categories, restrict use of funds to add capacity when needed; and, imposing additional restrictions on eligible uses of Congestion Mitigation and Air Quality Program funds.

NOW, THEREFORE, BE IT RESOLVED, SASHTO expresses strong concerns about our ability to meet critical highway needs required for safety, and moving people and freight, under the proposed Surface Transportation Authorization Act of 2009.

BE IT FURTHER RESOLVED, that SASHTO supports significantly increasing federal transportation funding for all transportation modes and recognizes modal needs vary between rural and urban areas.

BE IT FURTHER RESOLVED, that SASHTO supports increasing, not decreasing, the proportion of highway and transportation funds to be distributed by formula to the states and SASHTO agrees with AASHTO that not less than 90 percent of highway program funds must be distributed by formulas to the states that achieve an equitable distribution of funds among all states.

BE IT FURTHER RESOLVED, that SASHTO supports retaining and increasing flexibility for states to find solutions, and to make modal, and project and program funding decisions that best meet the unique needs of each state and territory including innovative partnerships with the private sector.

BE IT FURTHER RESOLVED, that SASHTO supports a state-driven performance management process to ensure accountability and performance results, rather than a top-down performance management process.