

**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.

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

**ENCOURAGING THE UNITED STATES CONGRESS TO MAINTAIN THE  
SOLVENCY OF THE FEDERAL HIGHWAY TRUST FUND**

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

**WHEREAS**, SASHTO wishes to extend its appreciation to the United States Congress for the transfer of General Revenue in Fiscal Years 2008 and 2009 to maintain the solvency of the Highway Trust Fund; and

**WHEREAS**, states and territories continue to face a growing backlog of transportation needs under the current structure of the Highway Trust Fund; and

**WHEREAS**, projections show that the Highway Trust Fund will again experience a shortfall in Fiscal Year 2010; and

**WHEREAS**, this continuing trend shows that the existing sources of revenue deposited into the Highway Trust Fund are not sufficient to provide state transportation departments with funds to make needed transportation improvements.

**NOW THEREFORE**, SASHTO encourages Congress to provide a robust, sustainable revenue stream for the Highway Trust Fund to assist in meeting the growing backlog of transportation needs across the nation.

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

**EXPRESSING CONCERN OVER THE UPCOMING RESCISSION  
REQUIRED BY THE  
SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION  
EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU)**

**WHEREAS**, since 2003, billions of dollars of Federal-aid highway funds have been rescinded from state transportation departments; and

**WHEREAS**, these rescissions have severely depleted the states' balances of funds; and

**WHEREAS**, SAFETEA-LU requires an additional rescission of \$8.7 billion of Federal highway funds on September 30, 2009; and

**WHEREAS**, any future rescissions will severely interrupt the highway planning process in most states; and

**WHEREAS**, an additional rescission will be counterproductive to the American Recovery and Reinvestment Act of 2009; and

**WHEREAS**, upon the expiration of SAFETEA-LU on September 30, 2009, states will need these balances of funds to operate under a stop-gap funding process until a new surface transportation bill can be enacted; and

**WHEREAS**, Congress will have to restore these rescinded balances of Federal-aid highway funds in Fiscal Year 2010 for states to be able to operate.

**NOW THEREFORE**, the Southeastern Association of State Highway and Transportation Officials (SASHTO), which represents the transportation departments of twelve states and one territory, urges Congress to repeal the upcoming \$8.7 billion rescission required by SAFETEA-LU.

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

**EXPRESSING CONCERN OVER PROPOSALS  
TO USE A PERFORMANCE MANAGEMENT PROCESS  
IN DETERMINING SUCCESSFUL HIGHWAY PROGRAMS AND  
DISTRIBUTING FEDERAL HIGHWAY FUNDS**

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

**WHEREAS**, SASHTO acknowledges the desire of Congress and the United States Department of Transportation to require accountability in the maintenance and improvement of the nation's transportation system; and

**WHEREAS**, discussions have been ongoing concerning the imposition of a Federally-prescribed performance management process; and

**WHEREAS**, each state and territory operates under different financial conditions, traffic conditions, business models, policies, and practices; and

**WHEREAS**, comparison of individual states' and territories' activities using a Federally-prescribed performance management process may not be a proper measure of the effort, progress, and performance of states and territories toward implementing a Federal-aid highway program; and

**NOW THEREFORE, BE IT RESOLVED**, that SASHTO supports a state-driven performance management process to ensure accountability and performance results, rather than a top-down performance management process dictated by Congress and/or the United States Department of Transportation.

**BE IT FURTHER RESOLVED**, that SASHTO urges Congress and the United States Department of Transportation to work collaboratively with the states and territories when considering the development of laws and guidance to tie the determination of the success of Federal-aid highway programs within each state or territory and to tie the distribution of funds to each state or territory to a top-down, Federally-prescribed performance management process.

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

**COMMENDING THE  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, the Southeastern Association of State Highway and Transportation Officials (SASHTO) meets annually in a rotation among the states and territory within the region; and

**WHEREAS**, the 2009 SASHTO meeting is being hosted by the Mississippi Department of Transportation in Biloxi, Mississippi; and

**WHEREAS**, the 2009 SASHTO meeting has been a tremendous success in addressing the concerns and issues of the 13 member departments and has provided a rewarding educational opportunity for the delegates to the Conference; and

**WHEREAS**, the Commissioners, Executive Director and employees of the Mississippi Department of Transportation have worked tirelessly to develop the program for the 2009 SASHTO conference and provide for the needs of the delegates and guests.

**NOW THEREFORE, BE IT RESOLVED**, that the Board of Directors of SASHTO commends Executive Director Larry L. "Butch" Brown and his staff from the Mississippi Department of Transportation for a job well done.