

**Resolution of the
Southeastern Association of
State Highway and Transportation Officials (SASHTO)**

MAP-21 Reauthorization

WHEREAS, the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) was enacted (Public Law No:112-141) on July 6, 2012 advancing several significant policy directions, but only extending federal highway and transit funding through federal fiscal year 2014; and,

WHEREAS, MAP-21 consolidates the number of federal funding programs by two-thirds and increases state flexibility; and,

WHEREAS, MAP-21 places a much needed policy emphasis on accelerating project delivery; and,

WHEREAS, MAP-21 focuses on key performance outcomes, such as reducing fatalities, improving road and bridge conditions, reducing congestion, increasing system reliability, and improving freight movement and economic vitality; and,

WHEREAS, states are awaiting federal rulemaking actions to further implement MAP-21.

NOW, THEREFORE BE IT RESOLVED that the SASHTO states recommend that the new program structure and performance-based approach to decision-making be given sufficient time to achieve an effective implementation of the MAP-21 policies; and

BE IT FURTHER RERESOLVED that the Board of Directors of the Southeastern Association of State Highway and Transportation Officials recommends AASHTO urge Congress to reauthorize MAP-21 for at least three years with increased funding while ensuring that states have sufficient flexibility to effectively address their unique mobility and access needs.

Approved by the SASHTO Board of Directors
on August 27, 2013 in Asheville, North Carolina

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Transportation and the Economy

WHEREAS, the U.S. economy is slowly recovering from an extended recession; and,

WHEREAS, the demands of a fierce global economy require ever-greater strategies for competitiveness; and,

WHEREAS, our under-investment in infrastructure is frequently cited as having an adverse impact on economic performance; and,

WHEREAS, McKinsey and Company in a July 2013 report identified increased investment in infrastructure (with a new emphasis on productivity) as one of five game changing opportunities for U.S. Gross Domestic Product (GDP) growth and renewal; and,

WHEREAS, an efficient freight transportation system provides a competitive edge to our nation's shippers and carriers to engage in global trade; and,

WHEREAS, the Southern Legislative Conference has identified key transportation segments—Ports, Aviation/Aeronautics and the Auto Industry as among the “bright sparks in the regional economy” and specifically that nearly two-thirds of all U.S. exports and imports transits through a port in the South; and,

WHEREAS, the cost of congestion (the cost of extra time and fuel), in constant 2011 dollars increased from \$24 billion in 1982 to \$94 billion in 2000 to \$121 billion in 2011. (<http://tti.tamu.edu/documents/mobility-report-2012.pdf>)

NOW, THEREFORE BE IT RESOLVED that the SASHTO states recommend that the federal and state governments, in collaboration with the private sector, expand our efforts to reinvest in transportation infrastructure at levels that will steadily reduce the backlog of infrastructure needs and spur economic growth.

BE IT FURTHER RERESOLVED that the Board of Directors of the Southeastern Association of State Highway and Transportation Officials recommends that AASHTO urge Congress to advance legislation that promotes and incentivizes public-private partnership and investment in various ways to expand the overall transportation revenue base.

BE IT FURTHER RESOLVED that the Board of Directors of the Southeastern Association of State Highway and Transportation Officials recommends AASHTO states commit strongly to collaborating with business leaders in our respective states to promote a stronger partnership among all key sectors to promote a stronger economy and the investments necessary to realize that goal.

Approved by the SASHTO Board of Directors
on August 27, 2013 in Asheville, North Carolina

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Leading Transportation Change & Innovation

WHEREAS, it has been widely acknowledged that states are the *laboratories for innovation* in the federalist system and because State DOTs are in a better position than the federal government to creatively solve problems, lead change, and seize opportunities. Examples of SASHTO state innovation include:

- Arkansas has approved a dedicated one-half cent sales tax increase whose proceeds will back a \$1.3 billion bond issue to fund highway construction over the next ten years; and,
- Florida has enacted a record \$8.7 billion transportation budget and changed its state law to permit tolls on all new lanes on its state highway system, Interstates and new bridges. Within the next five years the state expects to have 191 miles of priced managed lanes in major urbanized areas; and,
- In Mississippi, a state Senate transportation panel has recommended \$360 million in higher gasoline taxes to support highway and bridge preservation efforts; and,
- North Carolina has adopted a new "Strategic Transportation Investment" formula that revises the manner in which \$1.5 billion in state and federal highway funds get spent annually by emphasizing projects that will ease congestion and promote economic growth; and,
- South Carolina has passed a transportation funding bill that will raise up to \$1 billion to improve transportation infrastructure. The new law uses a combination of shifting sales tax distributions and allocating of one year surplus to raise the new funding over the next ten years; and,
- Virginia has overhauled its transportation financing system by eliminating its 17.5 cents per gallon gas tax and replacing it with a 3.5 percent sales tax on gasoline and a 6 percent sales tax on the wholesale price of diesel fuel. The tax reform is expected to provide \$5.9 billion in additional transportation funding over the next five years.

WHEREAS, these and the other states have acted responsibly to preserve their transportation assets and modernize their infrastructure in the absence of adequate federal assistance or a coherent national transportation finance strategy.

NOW, THEREFORE BE IT RESOLVED that the SASHTO states will continue to be innovation leaders creating, implementing and sharing more solutions to the impending transportation funding crisis; and,

BE IT FURTHER RESOLVED that the structural issues and inadequacies with the current Federal Highway Trust Fund must be addressed comprehensively and effectively with a long-term perspective that achieves the following:

- New and innovate ways to ensure sufficient revenues with the associated flexibility and accountability required.
- Opportunities to better leverage technology, partnerships and other means for maximizing resources.

BE IT FURTHER RESOLVED that SASHTO will partner with all levels of government along with other stakeholder organizations fostering an innovative problem solving climate that focuses on results, performance and achieving new and needed break throughs to address America's freight and passenger transportation needs.

Approved by the SASHTO Board of Directors
on August 27, 2013 in Asheville, North Carolina

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New Partnerships

WHEREAS, in recent years, the South has become the dominant economic region in the country — a region characterized by innovation, growth and opportunity; and,

WHEREAS, founded in 1934, the Southern Governors' Association (SGA) is the oldest and historically the largest of the regional governors' associations. Since its inception, SGA has represented the common interests of Southern states' chief executives and provided a vehicle for promoting them; and,

WHEREAS, founded in 1947, the Southern Legislative Conference (SLC) is the largest of four regional legislative groups operating under The Council of State Governments. The SLC's mission is to foster and encourage intergovernmental cooperation among its 15-member states; and,

WHEREAS, founded in 1941, the purpose for which the Southeastern Association of State Highway and Transportation Officials (SASHTO) is organized and for which it shall be perpetuated includes encouraging a balanced transportation system within member states and supporting legislation for the purpose of protecting capital investments in current transportation systems and for improving transportation programs.; and,

WHEREAS, new partnerships are needed to find solutions to the impending transportation funding crisis.

NOW, THEREFORE BE IT RESOLVED that the SASHTO states offer to partner with SGA and SLC as a coalition in developing and advocating common policies to achieve meaningful transportation infrastructure solutions at the national level.

BE IT FURTHER RERESOLVED that this SASHTO commitment to expanded partnerships will also extend to the private sector, and other stakeholder organizations that have aligned interests.

Approved by the SASHTO Board of Directors
on August 27, 2013 in Asheville, North Carolina

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National Performance Measures

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted on July 6, 2012 and amended Section 150 of title 23, United States Code to focus the Federal-aid highway program on seven national goals; and

WHEREAS, Section 150, National Goals and Performance Management Measures, sets deadlines and requirements for the establishment of a limited number of performance measures, the establishment of performance targets and reporting on performance targets; and

WHEREAS, state performance reports to USDOT are required no later than October 1, 2016 and every two years thereafter; and

WHEREAS, MAP-21 funding authorizations expire on October 1, 2014; and

WHEREAS, states vary widely in the extent and current condition of their highway systems, their dependency on federal funding and other factors that impact the performance of the highway system in each state; and

WHEREAS, all states are committed to improving their highway systems to meet the mobility and access needs of millions of individual and business users.

NOW, THEREFORE BE IT RESOLVED that the SASHTO states remain steadfast in their opposition to using performance measures as the basis for apportioning or allocating federal funds among the states; and

BE IT FURTHER RERESOLVED that the Board of Directors of the Southeastern Association of State Highway and Transportation Officials recommends AASHTO urge Congress to continue to limit the performance measures to be established under MAP-21 until at least 2020 which will cover three performance reporting cycles by states prior to making any further changes to performance measures. In the interim, SASHTO states will continue to advance the application of performance management and performance measurement tools to further improve our delivery of transportation facilities and services.

Approved by the SASHTO Board of Directors
on August 27, 2013 in Asheville, North Carolina

**Resolution of the
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Passage of the Water Resources Development Act

WHEREAS, projects for improving the rivers and harbors of the United States have a significant positive impact on our nation's economic vitality, job growth and international competitiveness; and

WHEREAS, America's public ports and their private sector partners plan to invest over \$46 billion in seaport infrastructure over the next five years; and

WHEREAS, the SASHTO region has vast water infrastructure and a major stake in ensuring the long-term performance and safety of our varied water systems; and

WHEREAS, greater federal financial assistance is needed to address growing pressures on developed water supplies, to manage regional water resources to meet demands of multiple water uses, and to address the aging stock of water resources infrastructure; and

WHEREAS, the most recent Water Resources Development Act was enacted six years ago in 2007 and a new Act is required to address unfunded needs; and

WHEREAS, the United States Senate passed S.601, the Water Resources Development Act of 2013 on May 15, 2013 by a vote of 83-14 demonstrating strong support for the bill; and

WHEREAS, the United States House of Representatives is considering similar legislation.

NOW, THEREFORE BE IT RESOLVED that the SASHTO states stand in support of our partners who own and operate seaports and transport freight over inland waterways; and

BE IT FURTHER RERESOLVED that the Board of Directors of the Southeastern Association of State Highway and Transportation Officials recommends AASHTO urge the United States Congress to enact a new Water Resources Development Act this year.

Approved by the SASHTO Board of Directors
on August 27, 2013 in Asheville, North Carolina

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

**Expressing Concern About Unfunded Federal
Outdoor Advertising Regulations**

WHEREAS, the National Highway System, which is subject to outdoor advertising regulations, has been vastly expanded under the federal transportation authorization act, known as MAP-21; and

WHEREAS, MAP-21 requires states to expand the enforcement of outdoor advertising regulations to enhanced control routes, thus increasing workload for each affected state transportation department; and

WHEREAS, failure by any state to effectively control these additional routes will result in significant penalties of up to 10% of federal funding; and

WHEREAS, this is an unfunded mandate; and

WHEREAS, this action by Congress places undue requirements on state transportation departments that are already operating under budgetary constraints,

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the Southeastern Association of State Highway and Transportation Officials does hereby express concern and recommends that AASHTO support Congressional action to alleviate this unfunded mandate by revisiting expansion of the National Highway System until the criteria are reviewed and modified.

Approved by the SASHTO Board of Directors
on August 27, 2013 in Asheville, North Carolina

**Resolution of the
Southeastern Association of
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**Expressing Concern About Unfunded Federal
Junkyard Regulations**

WHEREAS, the National Highway System, which is subject to junkyard regulations, has been vastly expanded under the federal transportation authorization act known as MAP-21, growing from approximately 160,000 miles to approximately 230,000 miles; and

WHEREAS, MAP-21 requires states to expand the enforcement of junkyard regulations to all NHS routes, thus increasing workload for each affected state transportation department; and

WHEREAS, federal requirements prior to 1991 required enforcement on approximately 80,000 miles of Interstate highway, while the new requirements under MAP-21 require enforcement on 230,000 miles of NHS routes, a 188% increase; and

WHEREAS, failure by any state to effectively control junkyards adjacent to interstates and NHS routes can result in penalties of up to 7% of federal funding to the state; and

WHEREAS, this is an unfunded mandate; and

WHEREAS, this action by Congress places undue requirements on state transportation departments that are already operating under budgetary constraints,

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the Southeastern Association of State Highway and Transportation Officials does hereby express concern and recommends that AASHTO support Congressional action to alleviate this unfunded mandate by revisiting expansion of the National Highway System until the criteria are reviewed and modified.

Approved by the SASHTO Board of Directors
on August 27, 2013 in Asheville, North Carolina

**Resolution of the
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**Expressing Concern About Congressional Action to Change
Truck Size and Weight Laws**

WHEREAS, proposals to alter federal truck weight limits and safety standards, including requirements for additional axles, are now being debated in Congress;

WHEREAS, increased truck weights accelerate damage to highways and adversely impact highway safety;

WHEREAS, additional axles have little, or no, effect on weight distribution affecting long span bridges;

WHEREAS, states generally have less than adequate funds for maintaining transportation systems;

WHEREAS, states have varying levels of available highway funding, making some states more able than others to maintain and upgrade roads and bridges;

WHEREAS, interstate competition for lower shipping costs can compel states, based on economic and political considerations, to raise truck weight limits beyond reasonable levels;

WHEREAS, increases in truck weights absent increases in funding can result in an unsustainable highway deterioration rate; and,

WHEREAS, the U.S. fatal truck-related accident rate declined by 45% between 2000 and 2010 under current federal standards, and is thus moving in the right direction;

WHEREAS, increased legal truck weights results in increased posting of bridges due to weight restrictions, thus having a negative impact on mobility for many industries and individuals; and

WHEREAS, a USDOT study of truck size and weight impacts, mandated by MAP-21, is not yet completed;

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the Southeastern Association of State Highway and Transportation Officials does hereby recommend that AASHTO oppose any legislation that increases damage to the nation's highways. Increases in truck size and weights will lead to significant damage and a significant number of posted bridges particularly on Interstate and National Highway Systems.

Approved by the SASHTO Board of Directors
on August 27, 2013 in Asheville, North Carolina

**Resolution of the
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State Highway and Transportation Officials (SASHTO)**

**COMMENDING THE SERVICE OF MS. LORI SUNDSTROM
AND THE NCHRP**

WHEREAS, the transportation industry will face new and emerging challenges in the future that will dramatically reshape transportation priorities and needs. The American Association of State Highway and Transportation Officials (AASHTO) recognizes that research can help ensure that transportation practitioners are equipped to deal with future challenges facing the industry over the next 30 to 40 years. These challenges may derive from the impacts of major global trends, such as climate change, changes in the cost of fuels, and new technology, and from domestic trends, such as changing demographics and lifestyle expectations, changes in land use patterns, and limitations in current transportation finance methods; and,

WHEREAS, AASHTO has allocated \$5,000,000 to examine longer-term strategic issues both global and domestic that will likely affect state departments of transportation (DOTs) and directed \$1,000,000 to each of the following projects: (1) Potential Changes in Goods Movement and Freight in Changing Economic Systems and Demand; (2) Framework for Advance Adoption of New Technologies to Improve System Performance; (3) Approaches to Enhance Preservation, Maintenance, and Renewal of Highway Infrastructure; (4) Effects of Changing Transportation Energy Supplies and Alternative Fuel Sources on Transportation; and (5) Potential Impacts of Climate Change on Transportation Infrastructure and Operations, and Adaptation Approaches; (6) Effects of Socio-Demographics on Travel Demand; (7) Sustainable Transportation Systems and Sustainability as an Organizing Principle for Transportation Agencies; and,

WHEREAS, research conducted for this project should consider the following two goals: (1) anticipate the future issues that may be approaching so that transportation agencies are better prepared to respond to new and emerging challenges; and (2) explore visions of what the future should look like, so that transportation agencies can help shape the future through their decision-making; and,

WHEREAS, Ms. Lori Sundstrom is the NCHRP Senior Program Officer who managed this series of projects; and,

WHEREAS, Ms. Lori Sundstrom developed the 2013 SASHTO panel session on "Detour Ahead! Preparing today for tomorrow's challenges" and coordinated speakers in order to educate and transfer knowledge from this long-range strategic research to benefit delegates and their departments.

NOW THEREFORE, BE IT RESOLVED that the SASHTO Board of Directors do hereby extend to Ms. Lori Sundstrom a sincere and grateful appreciation for her contribution to the SASHTO 2103 conference and congratulates her and NCHRP for a job well done.

Approved by the SASHTO Board of Directors
on August 27, 2013 in Asheville, North Carolina

**Resolution of the
Southeastern Association of
State Highway and Transportation Officials (SASHTO)**

**COMMENDING THE
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION**

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

WHEREAS, the 2013 SASHTO meeting is being hosted by the North Carolina Department of Transportation in Asheville, North Carolina; and,

WHEREAS, the 2013 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, Secretary Tata and employees of the North Carolina Department of Transportation have worked tirelessly to develop the program for the 2013 SASHTO conference and provide for the needs of the delegates and guests.

NOW, THEREFORE BE IT RESOLVED, that the Board of Directors commends Secretary Tata and his staff from the North Carolina Department of Transportation for a job well done.

Approved by the SASHTO Board of Directors
on August 27, 2013 in Asheville, North Carolina