

**Resolution of the  
Northeast Association of  
State Transportation Officials (NASTO)**

**The Need for Long-Term Sustainable Transportation Funding**

WHEREAS, The Highway Trust Fund was created to provide stable and reliable highway and transit funding; and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) expires in 2020, at which point the Highway Trust Fund is expected to experience a significant cash shortfall of roughly \$16 billion; and

WHEREAS, to remain globally competitive, the federal government must increase its financial investment in highway, transit and rail infrastructure rehabilitation, maintenance, operations, safety, strategic capacity expansion, and pioneering research and development; and

WHEREAS, guaranteed funding levels with annual increases are needed to provide adequate, sustainable and predictable resources for future investments by states; and

WHEREAS, the "FAST Act" contains a \$7.6 billion rescission of unobligated contract authority to take effect July 2020, which limits the states' ability to effectively execute their federal program and limits the states' ability to determine how best to apply the rescission to unobligated contract authority balances by protecting certain program categories; and

WHEREAS, Congress repealed the \$8.9 billion rescission planned at the end of "SAFETEA-LU" in 2009 because Congress recognized the adverse impacts the rescission would have of the federal program; and

WHEREAS, rescission of highway contract authority as a budgetary offset should be avoided, as rescissions impede a state's flexibility in programming federal dollars, and

WHEREAS, Northeast Association of State Transportation Officials (NASTO) States have some of the oldest and most frequently traveled infrastructure in the country; and

WHEREAS, the infrastructure throughout the NASTO states is vital to the nation's economy especially with its international borders and the movement of freight along the I-95 Corridor, and

WHEREAS, NASTO states are also home to the Northeast Corridor, the busiest passenger rail corridor in the United States and it is critical to increase investments in transit, commuter rail, and intercity passenger rail; and

WHEREAS, 9 NASTO members have successfully enacted transportation revenue packages since 2012 to fund transportation systems and programs that are not eligible for federal funding.

NOW, THEREFORE BE IT RESOLVED, the federal government must enact stable and sustainable funding sources to ensure the nation's infrastructure system is maintained and expanded.

While the federal gas tax will remain a vital part of surface transportation revenue, the gas tax at its current level alone is not enough to meet the national surface transportation needs; and

BE IT FURTHER RESOLVED, Congress should maintain the authorized highway, highway safety, transit and passenger rail funding levels set in the FAST Act, recognizing that they are insufficient to meet transportation needs for the nation. Furthermore, Congress should begin efforts in earnest to ensure a seamless continuation of transportation authorization that includes adequate funding upon the expiration of the FAST Act in 2020. Furthermore, the federal government also needs to encourage innovative approaches to financing that complement the existing structure of funding, including expanded private sector participation.

BE IT FURTHER RESOLVED, Congress should rescind the proposed \$7.6 billion rescission of unobligated contract authority that is effective July 2020, and the states should be given full flexibility to apply any future funding rescissions to their entire balance of unobligated contract authority, instead of exempting certain programs or applying the rescission proportionally across every applicable program category.

Approved by the NASTO Board of Directors  
on May 24, 2018 in Franklin, Tennessee

*\*NOTE: Only the NASTO Members from the United States voted on this resolution.*