

**Resolution Regarding Reauthorization of the
Transportation Equity Act for the 21st Century**

Sponsored by Governor Mark R. Warner of Virginia
Approved July 16, 2002
Southern Governors' Association Summer Business Meeting
Boise, Idaho

Whereas, investing in transportation is fundamental to the Southern states' economies, productivity, mobility, security and quality of life;

Whereas, the Transportation Equity Act for the 21st Century (TEA-21) expires on September 30, 2003;

Whereas, TEA-21, with its guaranteed spending levels and budgetary firewalls, has served as landmark legislation to improve and more adequately fund transportation infrastructure needs in the country;

Whereas, the Federal Highway Administration estimates that it will cost an additional \$10 billion annually just to maintain the 47,000-mile interstate highway system at its present level of service; the American Association of State Highway and Transportation Officials estimates that highway needs exceed \$41 billion annually; and the American Public Transportation Association estimates transit needs at \$14 billion annually;

Whereas, a recent study of 75 cities, 32 of which were in the South, shows that highway congestion in 2000 accounts for 3.6 billion hours of delay and 5.7 billion gallons of excess fuel consumed, at a cost of \$67.5 billion annually;

Whereas, the actual purchasing power of Highway Trust Fund dollars will decline by 26 percent from 1996 to 2009 without additional revenue;

Whereas, innovative financing programs and greater flexibility in transferring various transportation funds among and within major categories helps to achieve greater funding efficiency and program delivery;

Whereas, states are committed to fully comply with the spirit and letter of air conformity, environmental, historic preservation and other federal regulations that insure protection of our environment and citizens;

Whereas, transit is an important investment in reducing congestion and improving air quality;

Whereas, the needs of rural areas — with 3 million of the 3.9 million miles of roads in the United States — have particular financial and safety needs, now, therefore, be it

Resolved, That the Administration and Congress of the United States should support and enact, prior to the expiration of TEA-21, legislation to:

- Preserve the basic TEA-21 program structure with no additional funding categories, mandates or set-asides;

- Protect the budgetary firewalls that designate transportation user funds for transportation programs;
- Maintain the Revenue Aligned Budget Authority mechanism, but refine the calculations so that program funding is predictable and not subject to wide variations;
- Establish a minimum return on states' contributions to the Highway Trust Fund;
- Address program delivery and streamlining processes to improve the timeliness and control costs of highway projects;
- Significantly increase highway and transit funding to the highest level possible; and
- Address the particular needs of rural transportation and safety where accidents and fatalities are considerably higher than in urban areas.