

March 22, 2016

The Honorable Thad Cochran, Chairman
Committee on Appropriations
U.S. Senate
Room S-128, The Capitol
Washington, DC 20515

The Honorable Barbara Mikulski, Vice Chairwoman
Committee on Appropriations
U.S. Senate
Room S-128, The Capitol
Washington, DC 20515

The Honorable Susan Collins, Chairman
Subcommittee on Transportation, Housing and Urban
Development, and Related Agencies
U.S. Senate
Room S-128, The Capitol
Washington, DC 20515

The Honorable Jack Reed, Ranking Member
Subcommittee on Transportation, Housing and Urban
Development, and Related Agencies
U.S. Senate
Room S-128, The Capitol
Washington, DC 20515

Dear Chairman Cochran, Vice Chairwoman Mikulski, Chairman Collins, and Ranking Member Reed:

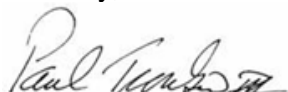
The American Association of State Highway and Transportation Officials - which represent all State Departments of Transportation (DOT) in 50 states, Puerto Rico, and the District of Columbia - reiterates our gratitude to Congress for the bipartisan passage of the Fixing America's Surface Transportation (FAST) Act last December. While enactment of the FAST Act was important because it represents the first long-term surface transportation bill in ten years, this authorizing legislation will not be complete without robust appropriations by your Committee and Subcommittee. As such, we respectfully urge you to fully honor the FAST Act's FY 2017 authorized funding levels for federal highway, transit, highway safety, freight, and passenger rail programs as you begin the FY 2017 appropriations process.

The FAST Act is indeed a major accomplishment that fosters economic development throughout the United States by providing Federal funding stability to States and local governmental partners - ensuring the advancement of important transportation projects in a timely manner. In addition - for the first time in a federal surface transportation bill - the FAST Act includes authorizations for freight and passenger rail programs. Inclusion of these programs means State DOTs and our transportation partners can better plan for and deliver a truly multimodal surface transportation system.

In order to fully realize the crucial investment impact of the FAST Act, we would ask the Senate Appropriations Committee to honor the Highway Trust Fund obligation limitation levels for highway and transit contract authority programs, while also funding non-Highway Trust Fund programs at the authorized levels. Not only will this action guarantee the implementation of FAST Act provisions as intended by Congress, but it will also allow for improvement of all modes of our nation's ever-complex transportation network.

We look forward to working with you and your colleagues on the Appropriations Committee of the Senate as you begin the FY 2017 appropriations process.

Sincerely,



Paul Trombino, III
President, AASHTO