

Road to Reauthorization: Local and Regional Priorities for the Surface Transportation Reauthorization Bill

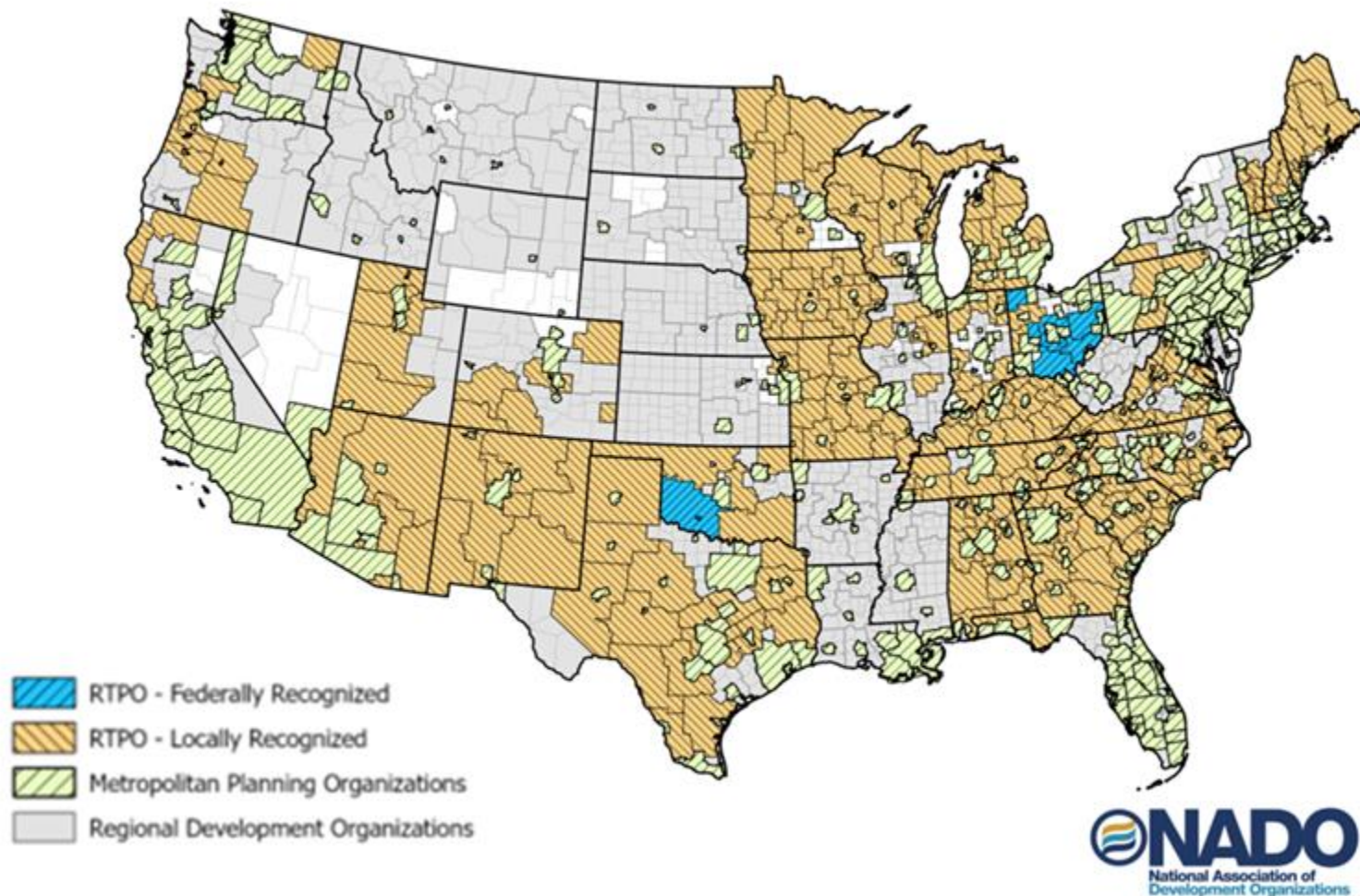
Local Officials in Transportation (LOT) Coalition

Who We Are

The Local Officials in Transportation (LOT) Coalition amplifies the voices of thousands of organizations and individuals across the nation with a vested interest in the long-term success of our transportation system. Together, our members own, maintain, plan for, and support millions of road miles and hundreds of thousands of bridges nationwide.



Transportation Planning Organizations



Key LOT Coalition Advocacy

- Submitted to House and Senate Member Portals
- Met with U.S. House Committee on Transportation & Infrastructure
- Met with U.S. Department of Transportation leadership
- Met with U.S. Senate Committee on Commerce, Science & Transportation
- Fly-ins with individual organization's members
- Hill Meetings with various House and Senate Transportation Staffers

Reauthorization Timeline

2025 Early Fall: Bills released and Markups



2025/6 Winter: Potential floor time, more likely in the House

2026 Oct 1st: IIJA expires

2026 November: Midterm Elections

Key Points to Influence Outcomes This Fall

- Before last portal submissions - All Senators owe Senate Commerce input by 9/19; speak to Senator or transportation legislation staffer
- Before bill text release for House Transportation and Infrastructure Members - we need champions and supporters on the Committee
- Before the House Transportation and Infrastructure Committee vote - many negotiations and amendments will be debated for them to support
- Before bill text release for Senate Environment and Public Works or Commerce Committee - Senators must insist that local and regional changes be included

**What Is the Problem and
What Is at Stake?**

Local and Regional entities plan for, own, and maintain

75%

All public
road miles

44%

Federal-aid
Highway System

~1/2

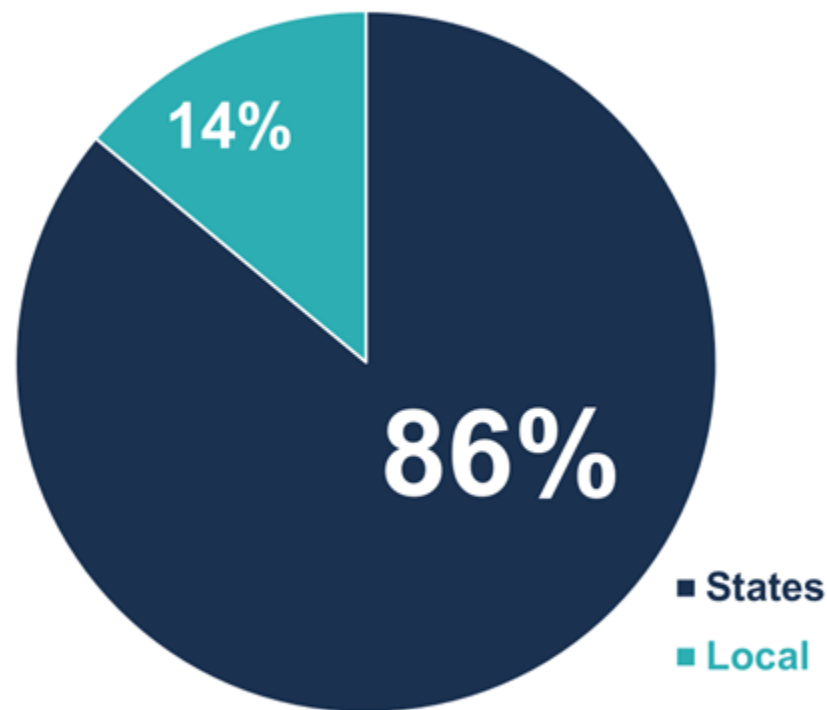
All bridges
in the US



Majority of public
transit systems

But receive only **~14%**
of formula funds

Federal Formula Funding



Responsibility **≠** Resources



NACo reports that **locally-owned bridges** are **2x** more likely to be in “**poor**” **condition** than state-owned bridges.

NHTSA reports that **40,901 lives were lost in traffic crashes** in 2023: **16,656 (41%)** in rural areas, **23,921 (58%)** in urban areas and **324 (1%)** in areas **not classified** as rural or urban.



The System is Out of Balance

Mismatch between...



Ownership & Responsibility → Access to Resources

Local and regional governments plan for, own, and maintain the majority of infrastructure

These actors receive only ~14% of federal formula funding.



Scale of Local & Regional Needs → Access to Funding

Local infrastructure challenges are growing: aging bridges, safety crises, inflation, & the evolving needs of the system.

Funding levels have not kept pace with system demands & local needs.



Ownership & Responsibility → Decision-Making Authority

Local and regional governments plan for, own, and maintain the majority of infrastructure

States control obligation & in some cases control local project selection.

What Are Our Shared Local and Regional Priorities?

Priority One: Streamline Delivery of Key Formula Funds Directly to Regional Organizations and Local Governments

- Improve the suballocation process and expand it to more programs to ensure that **federal funding actually reaches locally selected and locally led projects**
- Strengthen the Surface Transportation Block Grant (STBG)
- Add local control to the Highway Safety Improvement Program (HSIP) and the Congestion Mitigation and Air Quality Improvement (CMAQ)
- Continue the Bridge Formula Program with strong provisions for local control

Priority Two: Maintain Competitive Federal Funding Access for Local Governments and Regional Organizations

- Local and regional governments are core partners in thousands of federally funded projects, and preserving their eligibility is essential to meeting national transportation goals:
 - Better Utilizing Investments to Leverage Development (BUILD)
 - Safe Streets and Roads for All (SS4A)
 - Bridge Investment Program
 - Railroad Crossing Elimination Program and CRISI
 - Strengthening Mobility and Revolutionizing Transportation (SMART)
- To accelerate project delivery and ensure federal taxpayer dollars achieve the greatest possible impact, the LOT Coalition recommends streamlining the administrative requirements for competitive grant programs and expanding technical assistance

Priority Three: Strengthen Transportation Planning, Performance, and Project Delivery

- Increase Metropolitan Planning (PL) funding
- Eliminate Local Match
- Directly allocate PL to MPOs to reduce delays and empower local communities

Priority Four: Dedicate Formula Funding for Rural Transportation Planning

- Unlike MPOs, RTPOs lack a stable federal funding source, limiting their ability to sustain operations or build technical capacity.
- Provide predictable, dedicated resources to ensure rural communities are fully represented in state and federal decision-making and improve project prioritization.

Priority Five: Streamline Environmental Processes and Permitting for Smaller Projects

- Target reforms to federal environmental review and permitting processes so that requirements are appropriately scaled to the size and complexity of each project.
- Preserve essential environmental safeguards while reducing unnecessary delays and costs
- Many local and regional transportation projects—such as roadway safety upgrades, bridge repairs, transit facility improvements, and active transportation connections—have minimal environmental impact, yet they are often subjected to the same level of review and documentation as large-scale, complex projects.

How You Can Help

**Contact your Members
of Congress!**

Messages to Share

- Local governments and their specialized agencies **own and operate:**
 - **over 75% of the nation's road miles,**
 - **more than half of its bridges, and**
 - **the majority of public transit systems.**
- Yet, local governments **receive only 14% of federal transportation dollars** via STBG suballocations.

Messages to Share

- The current structure costs us time, money, safety, and progress.
- Empowering local governments will:
 - ensure **smarter investments**,
 - **efficiently** complete projects, and
 - provide **communities of all sizes**—urban and rural—the tools and resources they need to thrive.

Messages to Share

1. Rebalance Funding & Decision-Making Authority

- **Outcome** → Greater transparency & accountability in how dollars are spent
- **Outcome** → Federal funds directed where they deliver the highest impact

1. Strengthen Planning & Project Delivery

- **Outcome** → Faster delivery & smart, locally responsive investments

1. Support Rural Regions

- **Outcome** → Drive connectivity, safety, and economic opportunity in rural America

1. Streamline Delivery

- **Outcome** → Quicker, low-cost improvements that maximize taxpayer value

Q&A

Contact Us

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Thank You

Local voices are LOT's strength.