

## **JPACT Priorities for the 2026 Surface Transportation Reauthorization**

➤ **Preserve current funding levels for competitive funding programs.**

The IIJA established a variety of new competitive funding programs that have had outsize benefit on the Portland Metro region. We are especially advocating to preserve funding for the new MEGA/INFRA/RURAL; Bridge Investment Program; Safe Streets and Roads for All grants. The prior authorization significantly increased funding levels for existing competitive grant programs, expanding their ability to advance locally important transportation goals. We would like to see the increased appropriations for the BRIC and FTA Bus and Bus Facilities programs preserved.

➤ **Preserve current funding levels for formula funding programs.**

The IIJA included sizeable funding level increases in multiple formula programs that JPACT would like to see maintained. The Highway Safety Improvement Program, Carbon Reduction Program, FTA Urbanized and Non-Urbanized Area Programs, Congestion Mitigation and Air Quality Program. In addition to maintaining the increased funding level for the Surface Transportation Block Grant, JPACT also wants to maintain suballocation requirements to local jurisdictions and MPOs as a means of supporting local decision-making, advancing locally important infrastructure, and streamlining deployment of federal dollars.

➤ **Support transportation financing mechanisms that ensure long-term stability and solvency of the Highway Trust Fund.**

Many of the agencies responsible for building, managing, and maintaining transportation and transit systems are facing funding cliffs due to very limited revenue sources. Systems that were already financial constraints are under more pressure due to inflation and supply chain challenges. These financial constraints are exacerbated by lack of adequate funding at the federal level to support. The federal gas tax has remained a flat 18.4 cents per gallon since 1993. The vehicle market shift to electric vehicles (EVs) is reducing the amount of revenue this tax generates. JPACT supports Congressional efforts to address the lack of adequate, sustainable, long-term revenue for transportation infrastructure by increasing the gas tax or indexing it to inflation, requiring EVs to pay into the Highway Trust Fund, or establishing a national road user charge pilot program.

➤ **Maintain a minimum annual authorization of \$4.6B for the FTA Capital Investment Grant program.**

The outyear funding of the FTA Capital Investment Grant program that has been committed in existing Full Funding Grant Agreements (“FFGAs”) and proposed FFGAs requires a significant sustained investment. FTA will not be able to meet their existing FFGA commitments if the program doesn’t maintain level funding. Preserving this funding level is critical given that four regionally significant projects in the Portland Metro area are currently in the FTA CIG project development phase and targeting this program for implementation.

➤ **Maintain funding and policy focus on safety for all road users, especially along arterials and critical corridors.**

The Safe Streets and Roads for All program established under the prior bill has funded the creation of multiple transportation safety action plans and construction projects to improve safety, especially for pedestrian and cyclists, across the Portland Metro region. The prior authorization promulgated Complete Streets, Vision Zero principles, and a Safe Systems Approach to project development to prioritize investments that reduce fatal and serious injuries.

➤ **Make advanced appropriations for competitive programs through multiple federal fiscal years.**

Advanced appropriations provide certainty about the continued availability of federal funding sources for projects as they prepare financing plans. This is especially important for large, complex projects that take years to move through planning and project development. Compel agencies to continue the practice of maintaining comprehensive calendars for their Notice of Funding Opportunities (NOFOs) so applicants can plan, prepare more competitive applications, and position their projects for financial success.

➤ **Streamline permitting and federal requirements to make it more efficient to deliver high-impact investments with minimal impact.**

There are many examples of small-scale transportation projects that have very high impact in improving safety outcomes. Under some scenarios, seemingly simple projects like installing curb ramps, sheltered bus stops, traffic signals, and pedestrian crossings can have onerous federal requirements that delay implementation, increase cost, or make the project less viable to deliver. It should be easier to fund and deploy these types of small-scale, high-impact projects.

➤ **Invest in integrated multimodal systems that are well coordinated.**

Our region supports investments in multimodal infrastructure that is well integrated with different modes and scales of transportation, such as micro-transit, shuttle services, and active transportation options.

➤ **Increase flexibility of federal funding so it can be used for maintenance to address the backlog of needed repairs.**

Many locally owned roads, bridges, and transit infrastructure have large maintenance and repair needs, but funding shortfalls and inflexible program requirements make it hard to address maintenance backlogs. Increasing flexibility for federal funding to invest in capital maintenance, repairs, and resiliency retrofits on locally owned infrastructure to promote long-term safety and reliability.