

Reference Materials for Surface Transportation Reauthorization

REFERENCE: JPACT's Regional Priorities for 2025 State Transportation Package

- Short-term funding solutions: O+M for state and local transportation system
- Long-term sustainable funding for state and local O+M and multi-modal investments
- Finish what we started
- Safe urban arterials and streets – investments that reduce fatal and serious injuries, prioritize critical infra improvements for all roadway users
- Transit capital and operations to make it easily accessible, attractive, and equitable option
- Resiliency for critical infra to withstand large scale climate and natural disasters

REFERENCE: Advocacy Principles from Association of Metropolitan Planning Organizations:

- Increased Planning Funds: We advocate for increased metropolitan planning funds and a higher federal share to meet the growing demands and responsibilities of MPOs. These funds empower MPOs to plan for transportation systems that are responsive to the needs of our communities, fostering economic growth, safety, and mobility.
- Reduced Local Match Requirements: By reducing local match requirements for federal transportation funds, we aim to give MPOs the flexibility to address critical infrastructure needs. This will help build resilient and accessible transportation systems that better connect neighborhoods and improve quality of life for all.
- Shifting Discretionary to Formula-based Funding for Certain Programs: Shifting certain discretionary programs to formula-based funding can ensure a more equitable and predictable distribution of resources, allowing MPOs to plan and implement long-term transportation projects more effectively. The value of discretionary programs is also recognized, and continued advocacy for those that have member support is important. The survey revealed that MPOs often struggle with complex grant applications and staffing limitations. Many MPOs support a move toward formula funding to reduce financial burdens and ensure a fair distribution of funding. Despite administrative hurdles, MPOs are increasingly prepared to manage discretionary funds directly for more efficient project implementation.
- MPOs Becoming Direct Recipients for Certain Federal Funds: Granting MPOs direct recipient status for specific federal funds will streamline the funding process, allowing for quicker and more effective implementation of projects that directly benefit our communities and reduce administrative delays.
- Allowing the Carryover of Federal Funds: Allowing the carryover of federal funds from one fiscal year to the next ensures uninterrupted progress on essential long-term projects, promoting consistent infrastructure improvements that enhance mobility, safety, and economic vitality for residents.
- In addition, we remain committed to ensuring the long-term stability of the Highway Trust Fund (HTF). Advocating for sustainable solutions to secure this vital funding source is

For discussion purposes

Last Updated: 3/4/2025

crucial for maintaining and expanding the transportation networks that our communities rely on every day.

REFERENCE: [Advocacy Principles from Transportation for America:](#)

- Design for safety over speed
- Fix it first
- Invest in the rest

REFERENCE: [Advocacy Priorities from National Association of Regional Councils:](#)

- *Increase and Enhance Metropolitan Planning Funding:* Congress should increase PL funding and ensure MPOs of all sizes are able to conduct critical planning activities. This includes reducing or eliminating local match requirements to ensure all communities can utilize planning resources. With increased PL funding, MPOs will be better able to support local communities and increase the efficacy of federal dollars through long-range planning and project development
- *Promote Non-Metropolitan Transportation Planning:* Congress should create a dedicated funding source for Regional Transportation Planning Organizations (RTPOs) to ensure rural transportation priorities are represented through regional and statewide planning. Funding for RTPOs will support transportation planning activities while enhancing the participation of rural local elected officials in regional and statewide decision-making processes.
- *Support local decision making through formula programs:* Congress should continue and enhance the impact of the Surface Transportation Block Grant (STBG) program by increasing the amount of funding that is suballocated to local areas. STBG emphasizes the importance of the local-statefederal intergovernmental partnership by suballocating formula funding to support local decision-making and locally owned infrastructure
- *Preserve discretionary grant funding:* To complement the certainty and impact of formula grant programs, Congress should continue to provide discretionary funding opportunities that prioritize the needs of regions and local communities. Congress should also maximize the value of these programs by focusing on efficiencies and simplifying grant requirements that will expedite project delivery.

REFERENCE: [American Association of State Highway Transportation Officials 2024 Policy Agenda](#)

- Reduce federal highway funding volatility by addressing record-high levels of August redistribution
- Improve administration of IIJA's discretionary grant programs
- Improve execution of Build America, Buy America to remove obstacles to project delivery
- Improve permitting and railroad coordination to deliver efficient environmental and project outcomes.