



January 16, 2020

Chairman Peter DeFazio  
House Committee on Transportation and Infrastructure  
2165 Rayburn House Office Building  
Washington, DC 20515

Ranking Member Sam Graves  
House Committee on Transportation and Infrastructure  
2165 Rayburn House Office Building  
Washington, DC 20515

Chairman Eleanor Holmes Norton  
House Subcommittee on Highways and Transit  
2165 Rayburn House Office Building  
Washington, DC 20515

Ranking Member Rodney Davis  
House Subcommittee on Highways and Transit  
2165 Rayburn House Office Building  
Washington, DC 20515

Dear Chairman DeFazio, Ranking Member Graves, Chairman Norton, and Ranking Member Davis:

**As Congress works toward a surface transportation reauthorization, we urge you to leverage local governments' increased commitment to invest in the nation's transportation networks by substantially growing the local share of the Surface Transportation Block Grant Program (STBGP).** As you know, local governments play a significant role in planning, constructing, and maintaining the national transportation network. Cities, counties, and townships own 3.1 million miles of America's roads representing more than three quarters of the national network and where the majority of trips both begin and end. Expanding the federal partnership with cities and counties in the next surface transportation bill is particularly important now as we work to improve the safety and efficiency of our nation's transportation infrastructure.

The undersigned organizations represent a broad coalition of local stakeholders from cities, counties and metropolitan planning organizations from across the country who respectfully request the Committee's consideration of raising existing federal commitments to local governments and their local areas by:

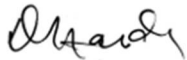
1. Restoring the share of STBGP funding to local areas to its historic funding level of 62.5 percent, as first provided in the 1991 ISTEA law but later revised downward in the MAP-21 law; and,
2. Infusing additional federal funding directly into the "suballocated local area share" of STBGP, where funds could be reserved to prioritize projects that further the Committee's priorities, such as improving safety, expanding local travel options, reducing carbon emissions, and making local transportation networks more durable and resilient.

Similar to the provision in S.2302 targeting the National Highway Performance Program for additional funding, we likewise request that the Committee target the "suballocated local area funding" within STBGP for additional funding.

At the local level, elected and appointed leaders have stepped up their investments while the federal government lags behind. Consider data collected by the Federal Highway Administration showing that, from 2011 to 2015, local governments increased new highway revenue commitments (exclusive of debt) by 116 percent, as compared to federal and state governments where commitments grew more slowly—by 55 percent and 72 percent, respectively. This demonstrates the steadfast commitment at the local level to good financial stewardship, and the record reflects the effectiveness of local governments in putting federal dollars to work where they are needed most. All parties must step up to meet the challenges of our transportation network today.

**Thank you for your consideration of our requests and recommendations as you work to develop the FAST Act renewal proposal.**

Sincerely,



DeLania Hardy  
Executive Director  
Association of Metropolitan  
Planning Organizations



Matthew Chase  
Executive Director  
National Association  
of Counties



Joe McKinney  
Executive Director  
National Association  
of Development Organizations



Clarence E. Anthony  
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National League  
of Cities



Leslie Wollack  
Executive Director  
National Association  
of Regional Councils



Tom Cochran  
CEO & Executive Director  
The United States  
Conference of Mayors