

Rebuild Transportation Connectivity

Congress can partner with America's cities on sustainable, equitable, and innovative transportation infrastructure across the country.

Local governments own and manage about 80% of the nation's urban, suburban, and rural roads and invest substantial local resources every year in regional connectivity and safety. Yet only 24.6% of the nation's road mileage is even eligible to receive federal support through the Federal-Aid Highway Program, and roads eligible for federal support are often in better condition than roads that do not. Cities also have extensive transit, micromobility and pedestrian routes which supplement their transportation road networks with some of the busiest and most in-demand corridors and bridges. Without federal partnership, infrastructure demands often outpace local lines of credit and revenue options.

PRIORITIES

Local governments and our transportation partners are ready, willing, and capable to rebuild if Congress will partner with them on their region's "must-do" infrastructure list:

- Maintain and improve more of our road system by **increasing the size of the Surface Transportation Block Grant (STBG) program** to align with the size of the Highway Performance Program and **increase the local share** to better maintain the 80% of the nation's roads they maintain.
- Right now, capable growing connector communities of 50,000 to 200,000 are missing out on **tactical obligation authority** for their federally designated metropolitan planning organizations (MPO) to handle projects with less bureaucracy.
- Ensure **accountability and opportunities for small and medium cities** so they have a fighting chance to ensure the funds Congress designates for them are used for them by their states and that competitive grants are open to them.
- Guarantee communities of all sizes can be partners in all transportation **safety and technology** programs to build cohesive connectivity between core systems and the majority of the nation's roads, bridges, rails, and trails.
- Increase grant programs that cover **large investments for safety - like rail grade separations, off-system bridges, and signal updates** - that come at significant costs for communities but ensure safe connectivity and efficiency in the region.

- Allow local governments to contribute to the most pressing challenges in transportation such as **testing new funding models and building sustainable transportation options**. Regional transportation partners must be eligible for **funding and electrification pilots** as well as all innovative, sustainable, and resilient transportation grant programs, including the existing **transportation alternatives and mobility investments** to reduce emissions and congestion.

LEGISLATION NLC SUPPORTS

- [H.R. 510: Support Local Transportation Act](#) to increase the percentages of program funds required to be allocated to states for each of FY2022-FY2026 for surface transportation projects in urbanized areas with a population of over 200,000, non-urban areas with a population greater than 5,000, and other areas of the state.
- [S. 1465: Railroad Crossing Elimination Act](#) to establish a \$500M competitive grant program for highway-rail grade crossing improvement projects.
- [S.652 - Moving FIRST Act](#) to establish the Strengthening Mobility and Revolutionizing Transportation (SMART) Challenge Grant Program to promote technological innovation in our nation's communities.
- [H.R. 3758 - Small Community Transit Improvement Act](#) (116th Congress) to increase the efficiency and capacity of public transportation in communities between 50,000 and 200,000.

LOCAL LEADERS IN THEIR OWN WORDS

- [Mayor Jim Donchess, Nashua, NH](#), on rebuilding:

"Our Paving Plan of Action has made a dramatic improvement in the condition of, what were just a few years ago, Nashua's crumbling streets. We have paved 100 miles, one third of our City's streets... as well as many miles of neighborhood streets. We have also crack sealed an additional 70 miles. Crack sealing is much cheaper than paving, at about 10% of the cost per mile, but it can preserve a street for up to 5 more years."

- [Mayor Gail Barney, Queen Creek, AZ](#), on upgrading traffic signals:

"The Town also worked with the Maricopa Association of Governments... submitting 54 transportation projects to the [Regional Transportation Plan], which covers the next 20+ years. And securing funding—\$45,000 to optimize the Town Center area signals for weekend operations; and \$1.8 million to complete Town-wide upgrades for all signalized intersections. Beyond partnerships, an effective government continues to seek opportunities for innovation and engagement."

- [Mayor Luke Bronin, Hartford, CT](#), on rail investments:

"We have some big plays in our playbook: the Hartford 400 plan, which would reconnect our city to the Connecticut River; North Atlantic Rail, which would put Hartford at the center of a 21st-century high-speed transit network; the 10 transformative projects highlighted in our city plan. Those plays could change the game, and we're planning to take those shots."

- [Mayor Kiernan McManus, Boulder City, NV](#), on upgrading for safety:

"The Boulder City Parkway project is the largest public works project for this City in many years. The project has made the entry into our community more welcoming in addition to increasing safety and promoting accessibility for residents. The \$18 million dollar project was funded primarily by the Regional Transportation Commission fuel taxes that are shared among all the cities in Clark County."

- [Mayor Stephanie Orman, City of Bentonville, AR](#), on serving seniors with transit rides:

"Bentonville offers transportation assistance for low-income, elderly and disabled Bentonville residents by supplementing the costs associated with taxi and Ozark Regional Transit (ORT) fares. The program has 131 total riders, with 15 new riders welcomed to the program this year. In 2020, a total of 10,188 punches were redeemed, amounting to \$20,376 in transportation assistance."