

April 20, 2015

The Honorable James Inhofe Chairman Senate Committee on Environment and Public Works 410 Dirksen Senate Office Building Washington, DC 20510 The Honorable Bill Shuster
Chairman
House Committee on Transportation and Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

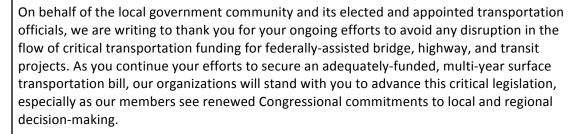


The Honorable Barbara Boxer Ranking Member Senate Committee on Environment and Public Works 456 Dirksen Senate Office Building Washington, DC 20510

The Honorable Peter DeFazio
Ranking Member
House Committee on Transportation and Infrastructure
2163 Rayburn House Office Building
Washington, DC 20515



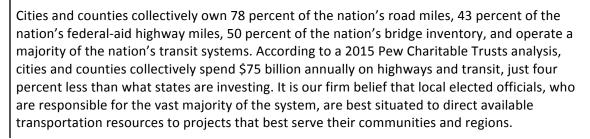
Dear Chairmen Inhofe and Shuster, and Ranking Members Boxer and DeFazio:





Our organizations are united in requesting modest program changes that build upon longstanding elements of current law. Specifically, we urge you to suballocate more funding to local decision-makers and local areas under the Surface Transportation Program, Transportation Alternatives Program, and the Congestion Mitigation and Air Quality Program, details of which we have shared with your staff. We also seek reaffirmation of longstanding federal commitments to the more than 177,000 federal-aid highway bridges (or "on-system bridges") that are not a part of the designated National Highway System, which lost access to predictable funding after MAP-21 took effect. These requests can be accomplished within the program's current structure, without the need for new programs.







Chairman Inhofe, Ranking Member Boxer, Chairman Shuster and Ranking Member DeFazio April 20, 2015

RE: AMPO, NACO, NADO, NARC, NLC and USCM

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Despite owning a majority share of our country's transportation network and making a substantial investment in surface transportation infrastructure, local governments and their metropolitan and regional planning organizations receive a relatively small share of overall federal transportation funds. MAP-21 further strained local governments by decreasing – by 30 percent – the amount of highway funds available for the transportation infrastructure they own. Increasing locally available federal transportation funds would have tremendous benefits for the nation's regional economies, without major disruptions to the underlying legislative approaches.

We are appreciative of the committees' continued interest in the local government perspective on federal transportation funding and policy, and were pleased that Salt Lake City Mayor Ralph Becker had the opportunity to share his views on these issues at a recent hearing before the House Transportation and Infrastructure Committee. We remain ready to help in any way we can and look forward to participating in future opportunities with the committees.

As representatives of the local government community, our organizations and our members are committed to working with you and your colleagues in Congress to move this critical legislation and America forward.

Sincerely,

Hon. Elaine Clegg Vice President, AMPO

Council Member, City of Boise

Hon. Riki Hokama

& Kus Sham

President, NACo Council Member, Maui County

Terry Bobrowski President, NADO

Executive Director, East Tennessee

Development District

Hon. Gary W. Moore President, NARC

Judge, Boone County

Hon. Ralph Becker President, NLC Mayor, City of Salt Lake Hon. Kevin Johnson President, U.S. Conference of Mayors

Mayor, City of Sacramento