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October 21, 2015

The Honorable Bill Shuster
Chairman
Committee on Transportation and Infrastructure
2251 Rayburn House Office Building
Washington, DC 20515

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

Dear Chairmen Shuster and Ranking Members DeFazio:

On behalf of the National League of Cities, the nation’s largest and most representative advocacy organization for city officials, I write to thank you for introducing the Surface Transportation Reauthorization and Reform (STRR) Act of 2015. You and your committee are to be commended for upholding Congress’s historically bipartisan commitment to America’s transportation infrastructure.

Earlier this year, NLC President, Mayor Ralph Becker of Salt Lake City, UT, testified before your committee that the next long-term transportation bill ought to be future-oriented to meet the challenge of a rapidly changing transportation marketplace; flexible enough for cities and towns to choose the best mix of transportation options to fit regional needs; and fiscally responsible to local governments that collectively own and operate 78 percent of the nation’s road miles, 43 percent of the nation’s federal-aid highway miles, and 50 percent of the nation’s bridge inventory.

The STRR Act would advance these priorities by providing for certainty and incremental growth in funding for local governments under the Surface Transportation Program; by expanding much needed funding for the maintenance and repair of locally owned bridges; and by preserving local authority to allocate funds for multi-modal transportation networks under the proposed STP Set-Aside. We anticipate that the proposed STP Set-Aside to local areas will include proportional obligation authority as current law provides for all other STP funding allocated by formula.

On the whole, the STRR Act is a significant improvement on MAP-21 for cities and towns. But more could, and should, be done. We urge the House to quickly advance the STRR Act to conference with the Senate. We pledge our support to that end, and ultimately to achieving our mutual goal of enacting a forward-looking, long-term, multi-modal transportation bill.

Very truly yours,

Clarence E. Anthony
CEO/Executive Director

