

REAUTHORIZATION — WHAT'S AT STAKE FOR ACTIVE TRANSPORTATION?

**Bicycle & Pedestrian Advisory
Council**

May 15, 2026

ACTION REQUESTED

No action is requested. This item is for information and discussion.

PREVIOUS ACTION

No previous action.

REAUTHORIZATION



Process by which transportation funding and policy are authorized



Occurs Every 5-6 years (current bill – IIJA – expires end of FY 26)



Federal Transportation funding is guaranteed through reauthorization
(funding comes from the Highway Trust Fund)



Committees:

House: T&I – Policy; Ways & Means – Funding; Science – Research**

Senate: EPW – Highway; Banking – Transit; Commerce – General*/Research*/Safety

NOACA'S 2026 LEGISLATIVE AGENDA

Four priorities for reauthorization:

- Strengthen local control of core transportation programs
- Promote asset management as a funding priority
- Incorporate safety, sustainability, and multi-modalism in planning & funding...with focus on expanding transportation choice for all residents through public transit, passenger rail, bicycle & pedestrian...
- Stabilize the Highway Trust Fund (HTF), inclusive of transit



REAUTHORIZATION: ISSUES AT STAKE

- HTF solvency
- Expediting project delivery
- Multimodalism vs. focus on roads
- Discretionary grants vs. formula funds
- Whether to continue support for EV infrastructure
- How to improve safety across all modes



ADMINISTRATION PERSPECTIVE

- US DOT's "Freedom to Drive" initiative signals intent to focus on highways and bridges



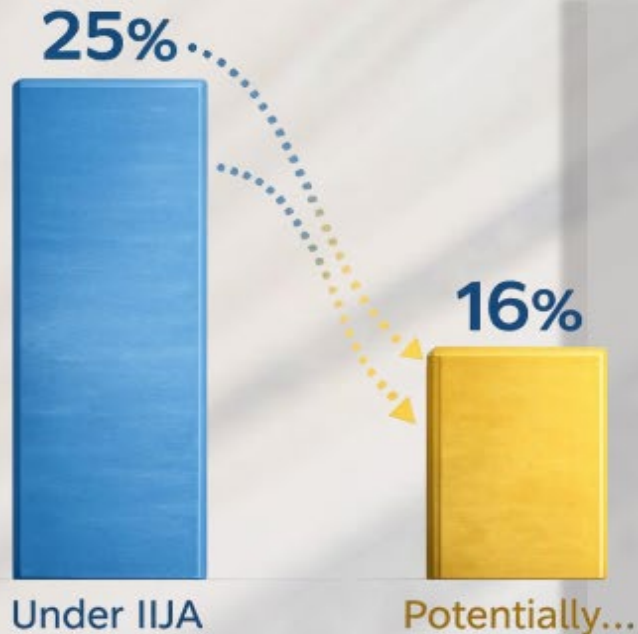
CURRENT STATUS IN CONGRESS

- House & Senate committee leadership: “Back to Basics”
 - Fewer grant programs, return to emphasis on highways & bridges
- Bill text expected any day from House Transportation & Infrastructure (T&I) Committee
- Senate moving at slower pace
- Congressional schedule impacted by competing priorities and fall elections
- IIJA will be extended if no new bill by September 30

DISCRETIONARY GRANTS

- IJJA created many new discretionary grant programs, including several that fund active transportation projects, including
 - Active Transportation Infrastructure Investment Program (ATIIP)
 - Safe Streets for All (SS4A)
 - RAISE (now BUILD)
 - Reconnecting Communities
- Congress likely to move away from discretionary grants in next bill

DISCRETIONARY GRANTS



If Congress shifts funding from discretionary programs to formula **without** requiring suballocation to regions...

Local governments could lose access to funding that previously flowed to them under the IIJA,

Roughly **25%** of total federal transportation funding.

Via AMPO

BASICS ACT

- “Marker bill” proposed by Local Officials in Transportation (LOT) Coalition
 - Association of Metropolitan Planning Organizations (AMPO)
 - National Association of Counties (NACo)
 - National Association of Development Organizations (NADO)
 - National Association of Regional Councils (NARC)
 - National League of Cities (NLC)
 - US Conference of Mayors



BASICS ACT

- Bipartisan proposal to preserve local/regional access to funding at IIJA levels, while also increasing formula funding to states
- Reflecting congressional intent, bill shifts discretionary grant dollars to formula funding for local priorities contained in regional LRPs
- More planning funding; expedited project delivery
- Increased funding for road safety

119TH CONGRESS
2D SESSION

H. R. 7437

To improve Federal transportation programs, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 9, 2026

Ms. McDONALD RIVET (for herself and Mr. BRESNAHAN) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To improve Federal transportation programs, and for other purposes.

NOACA TRANSPORTATION DAY

- NOACA hosted April 1 event for local elected officials; focus on the BASICS Act
- LOT Coalition representatives explained the BASICS Act
- Congresswoman Shontel Brown urged local officials to speak up for their interests
- NOACA Board to vote on resolution of support at June meeting



BASICS ACT IMPACT ON BIKE/PED FUNDING

- Gives MPOs like NOACA increased flexibility & funding for multimodal projects
- Maintains local access to federal funding for bike/ped projects
- Avoids the “jump ball” approach to federal funding



NEXT STEPS

NOACA will continue to share updates on the legislative progress of the surface transportation reauthorization bill and its potential impacts to active transportation.



NOACA

Northeast Ohio Areawide Coordinating Agency

NOACA will **strengthen** regional cohesion, **preserve** existing infrastructure, and **build** a sustainable multimodal transportation system to **support** economic development and **enhance** quality of life in Northeast Ohio.