

# **REAUTHORIZATION — WHAT'S AT STAKE FOR SAFETY?**

**Safety & Operations Council**

**May 15, 2026**

# ACTION REQUESTED

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

## PREVIOUS ACTION

None.

# BACKGROUND



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

Via AMPO

# 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



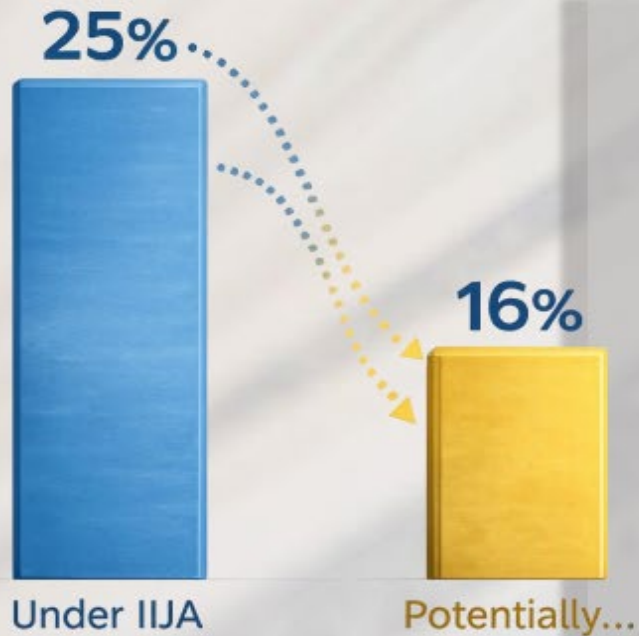
# CURRENT STATUS IN CONGRESS

- 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

- IJA created many new discretionary grant programs; Safe Streets for All (SS4A) primary program for safety enhancements
- Also enhanced USDOT safety policies
- Congress likely to move away from discretionary grants and policy making 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.

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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

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**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 SAFETY FUNDING

- Gives MPOs like NOACA increased flexibility & funding for multimodal projects
- Maintains local access to federal funding for safety improvements
- 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 transportation safety.**



# 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.