



STRR^{ACT}

The STRR Act Increases State & Local Control of Transportation Investment

The federal role in ensuring a national transportation system is an important one. A strong national transportation system enhances the flow of commerce from coast to coast and beyond our borders; increases the ability of American businesses to prosper, create jobs, and compete in a global marketplace; and helps provide for the Nation's defense.

However, states and local governments know their communities and needs better than Washington, D.C., and should have the ability to address their most urgent transportation priorities.

The Surface Transportation Reauthorization and Reform Act of 2015 (the STRR Act) takes major steps forward to increase flexibility for states and local governments to address their unique priorities, give them more control to direct transportation infrastructure investments, and help get Washington, D.C. out of the decision-making process.

- The STRR Act converts the Surface Transportation Program (STP) to a block grant program to maximize flexibility for states and local governments.
- The STRR Act increases the amount of STP funding that is distributed to local governments from 50 percent to 55 percent over the life of the bill.
- The STRR Act provides states and local governments with increased flexibility by rolling the Transportation Alternatives Program into STP, and allowing 50 percent of the local's transportation alternatives funding to be used on any STP-eligible project.
- The STRR Act promotes transparency and accountability by requiring states to show project progress and how resources are being invested.
- The STRR Act provides flexibility to states to target driver safety grants on their most pressing safety needs.
- The STRR Act provides flexibility for recipients to use federal funds to meet their state of good repair needs.

