



## Why Co-Sponsorship Matters: USDOT and FHWA Are Watching

In federal transportation policy, co-sponsorship is more than a name on a bill—it is a signal. When Members of Congress co-sponsor legislation, agencies like U.S. Department of Transportation (USDOT) and Federal Highway Administration (FHWA) take notice. Co-sponsorship communicates congressional intent, national relevance, and political durability—three factors that directly influence how projects are prioritized, evaluated, and funded.



### Congressional Signals Shape Agency Priorities

USDOT and FHWA are charged with implementing Congress's transportation policy. When legislation attracts bipartisan, multi-state co-sponsors, it tells federal agencies that a corridor or program is aligned with national priorities, not just local interests. This clarity matters when agencies are making decisions about discretionary grants, pilot programs, guidance, and technical assistance.

For Future Interstate corridors like I-27, broad congressional backing confirms that the project serves **interstate commerce, freight mobility, rural connectivity, and national economic goals**—the same criteria agencies are directed to prioritize.



## Co-Sponsorship and Grant Competitiveness

In competitive grant programs such as RAISE, INFRA, and MEGA, agencies evaluate more than engineering readiness. They also assess **policy alignment and implementation certainty**. Projects tied to congressionally supported corridors carry less risk: the policy direction is clear, the corridor is protected, and future funding pathways are more predictable.

Co-sponsorship strengthens grant applications by demonstrating that a project is part of a larger, congressionally recognized strategy—rather than a standalone request. This context can be decisive when agencies must choose among many technically sound proposals.

## From Legislation to Implementation

The progress of the Future Interstate I-27 corridor illustrates this dynamic. Bipartisan co-sponsorship helped secure the **2022 Future Interstate designation**, and continued congressional support now underpins **efforts related to interstate numbering, feasibility studies, and dedicated funding mechanisms**. Each co-sponsor reinforces the message that Congress expects federal agencies to help move the corridor from designation to delivery.



## Why Continued Co-Sponsorship Matters

Federal agencies are not static observers. They respond to momentum. As more Members of Congress co-sponsor corridor legislation, USDOT and FHWA gain confidence to invest staff time, guidance, and funding attention in those corridors.

In short, **co-sponsorship accelerates implementation**. It bridges the gap between congressional vision and agency action—turning policy into projects and plans into pavement.

**That is why building and sustaining co-sponsorship is not symbolic. It is strategic.**

