



CTAA 2021 Legislative Priorities

Topic: FAST Act Reauthorization

- Work with Biden Administration and Congress to make 5- or 6-year surface transportation reauthorization and infrastructure bill a priority policy objective.
- Maintain Mass Transit Account of the Highway Trust Fund.
- CTAA supports all forms of additional investment into the Highway Trust Fund's Mass Transit Account — including raising the gas tax as well as initiating vehicle miles traveled (VMT) strategies to allow electric and hybrid vehicles to contribute to the trust fund.

Topic: Transit Formula Funding and Appropriations

- Pursue key formula program (Sections 5307, 5310, 5311 and 5339) funding levels similar to those proposed in HR 2 (INVEST Act) and in the House-passed THUD FY 21 appropriations bill.
- Maintain 100 percent federal share of FTA formula grants for the duration of the pandemic (or at least for the duration of FY 2021), and establish a mechanism by which non-federal matching requirements are waived for entities affected by Presidentially-declared emergencies and disasters.
- For FY 2022 through 2024 guarantee a hold-harmless for all FTA formula apportioned funds at no less than their FY 2020 levels, so that pandemic-related Census undercounts don't permanently damage urbanized areas' transit funding allocations.

Topic: Bus and Bus Facilities Funding

- Maintain growth in Section 5339 as supported by both the House and Senate FY 21 appropriations bills.

- Continue equitable distribution of Section 5339(b) competitive grants to small-city, rural and tribal transit operators.
- Increase rural, Tribal and small urban transit participation in Section 5339 Low/No-Emission Funding program.

Topic: Rural Transit Issues

- Adopt language in S. 4468 which offers, under certain conditions, rural transit systems operating funding match relief.
- Extend current deferral of the FTA regulation for Transit Safety Plans for Section 5311 (rural public) and Section 5310 (specialized) transit providers.

Topic: Tribal Transit Issues

- Ensure that all federally recognized tribal nations - including those tribes located in urbanized areas - have continuing, growing and equitable access to FTA funding programs, and that states, MPOs and transit agencies cooperate with tribal nations when making transportation planning and programming decisions that affect tribal lands and reservations.
- Support Tribal Provisions in H.R. 2 that establish an Office of Tribal Affairs in the U.S. DOT to improve the program's success in programs, including the Tribal Transit Program.

Topic: Small-Urban Transit Issues

- Adopt language in H.R. 3758 which would increase the Section 5307 set-aside for the STIC program to 3 percent.

Topic: NEMT Issues

- Adopt language in S. 2846 which codifies the non-emergency transportation (NEMT) benefit in Medicaid statutes and calls for the program's coordination with public transportation.

Topic: Public Transit – Human Services Coordination

- Create policy avenues to effectively coordinate FTA public transit investments with those made through CMS, HHS, HUD, USDA, USFS, Veterans Affairs and others.

Topic: COVID-19-Related Emergency Appropriations and Aftermath

- Include funding for Section 5310 operators in any subsequent COVID-19-related emergency appropriations.

- Assure that all forms of public transit get some relief from subsequent COVID-19-related emergency appropriations – use current FTA formula programs to distribute these funds.

Topic: Increase Funding for FTA Technical Assistance Programs

- CTAA has vital cooperative agreements with FTA to operate the National Center on Mobility Management (NCMM) and the National Center on Applied Transit Technology (NCATT) and seeks to ensure there is ongoing, adequate funding for these important projects.

Topic: Transit Driver Shortages

- Respond to the continuing shortage of CDL-holding transit operators through a quick expansion of recruitment and training among workers dislocated during the pandemic, including the establishment of on-the-job training and CDL apprenticeships through which new-to-transportation workers can refine their CDL passenger carrier skills by working under supervised settings at local public transit systems.

Topic: Major Transit Capital Investment Programs

- In any expansion or retooling of the CIG or the DOT BUILD (formerly TIGER) grants, foster an opportunity for small-urban and rural regions to carry out projects such as rural/small-urban bus rapid transit, TOD projects that involve multiple transportation modes as well as projects that promote carbon-independent or carbon-neutral outcomes, and projects that bolster transit resilience to climate change impacts.