

CTAA's Reauthorization Priorities

Bus and Bus Facilities Capital (Sect. 5339)

- Restore bus transit investment to the historic 40-40-20 ratio. Buses historically received 20% of the transit capital investment ratio.
- Set asides in Section 5339 (b) and (c) for rural/small urban transit operators

Small Transit Intensive Cities (STIC) Program

CTAA supports the provisions of HR 2306 to increase the STIC set-aside to 3 percent.

Rural Transit Local Share Flexibility

CTAA supports the provisions of S. 267 to increase local share flexibility for rural transit operators

CDL

CTAA urges Congress to strike the provision in the INVEST Act that would require Commercial Drivers Licenses for drivers of vehicles designed to transport 8 or more passengers.

Support funding levels for key formula programs (Sections 5307, 5310 and 5311) at levels outlined in INVEST Act (HR 2)

Regulatory Right-Sizing

- Procurement — CTAA supports the INVEST Act's modifications to FTA's Buy America and Pre-Award/Post-Delivery Audit requirements which call for bus procurements to be conducted using open market, performance-based specifications. Further, CTAA supports proposals for FTA to conduct rolling stock Buy America certifications to remove the burden from transit agencies.

- Bus Asset Sales — CTAA supports provisions in the INVEST Act, applicable to Section 5307, 5310 and 5311 recipients, under which capital assets that have reached the end of their useful life, but are still worth more than \$5,000, can be sold off at their current market value, with the transit agency and FTA sharing the proceeds of that sale.

- Charter Rule — CTAA supports the INVEST Act's clarification that the charter service restriction applies only within urbanized areas, does not apply to transit agencies whose only FTA funding is received under Section 5310, and is not triggered by a transit agency's receipt of social services funding that's being used as the non-federal share of Section 5307- or 5311- funded projects.

- Safety deferment — CTAA seeks, in FAST Act reauthorization, making permanent the Section 5311 and 5310 programmatic deferrals from FTA's public transportation safety requirements.

- Coordination — CTAA seeks in FAST Act reauthorization language on NEMT public-private coordination that supports improved health care outcomes and coordinated planning processes.