CTAA’S 2022
Legislative and Federal Policy Priorities

This document was produced by the Community Transportation Association of America.
Effective Implementation of the Infrastructure Investment and Jobs Act

Now that Congress has done its job on reauthorization, our focus pivots to the Administration on its implementation of this important legislation. We are prepared to assist Congress on implementation issues that may warrant statutory intervention or Congressional inquiry.

Policy strategies

- FTA needs to identify and promote a full range of practice in identifying and leveraging all forms of allowable non-federal matching funds:
  - Legislative: NO
  - Administrative (regulatory): NO
  - Administrative (non-regulatory): YES
  - Possible Level of urgency: High
FTA needs to work with CTAA and other stakeholders in crafting and issuing prompt, pertinent guidance in carrying out programmatic changes arising from IIJA:

- Legislative: NO
- Administrative (regulatory): NO
- Administrative (non-regulatory): YES
- Possible Level of urgency: High

As soon as the Census Bureau finalizes its 2020 urban area criteria and announces new urban areas and urban area boundaries, FTA will need to work with transit industry stakeholders to make necessary adjustments and identify any places or issues of immediate adverse impact.

- Legislative: NO
- Administrative (regulatory): NO
- Administrative (non-regulatory): YES
- Possible Level of urgency: High

The multi-modal discretionary and formula-based programs created or expanded under IIJA, such as Carbon Reduction, PROTECT, SMART, the Active Transportation Infrastructure Investment program, etc., must be accessible to and used in connection with FTA-supported rural, tribal and small-urban transit projects;

- Legislative: NO
- Administrative (regulatory): NO
- Administrative (non-regulatory): YES
- Possible Level of urgency: Medium

FTA and FHWA need to refresh guidance and practices in helping states and other recipients take advantage of funding flexibility within and between formula-based highway and transit programs;

- Legislative: NO
- Administrative (regulatory): NO
- Administrative (non-regulatory): YES
- Possible Level of urgency: Medium
Renewing the Transit Workforce

All across the transportation sector, there is a critical shortage of drivers – particularly those holding CDLs. We need to get more people into that pipeline ASAP, and we need to find ways to keep good workers behind the wheel.
FTA and FMCSA need to work with states and transit agencies to make sure that implementation of the “Entry Level Driver Training” requirements for first-time issuance of CDLs does not further worsen the critical shortage of drivers and other transit operating personnel.

- Legislative: NO
- Administrative (regulatory): NO
- Administrative (non-regulatory): YES
- Possible Level of urgency: High

Use WOIA dollars and the DOL-funded workforce development network to get more people into CDL training;

- Legislative: NO
- Administrative (regulatory): NO
- Administrative (non-regulatory): YES
- Possible Level of urgency: Medium

Congress or the FTA should see that some of the transit workforce program funding at Section 5314 is used to identify and support industry-wide strategies for examining job retention within the transit workforce.

- Legislative: NO
- Administrative (regulatory): NO
- Administrative (non-regulatory): YES
- Possible Level of urgency: Medium
Strengthening and Realigning the Transit Industry Supply Chain

A series of recommendation to deal with the current and recurring disruptions to the transit industries’ supply chains.
Policy strategies

- As soon as practicable in 2022, FTA should work with CTAA and other partners to convene an industry roundtable, wherein the reality of our sector’s supply chain issues can be defined, validated and quantified, getting us away from random anecdotal stories as quickly and accurately as possible;
  - Legislative: NO
  - Administrative (regulatory): NO
  - Administrative (non-regulatory): YES
  - Possible Level of urgency: Medium

- The National Transit Institute or some balanced coalition of interests from across the transit industry should create a training class or convene a symposium around the topic of “Transit Procurement: What To Do in a Supply Chain Crisis”;
  - Legislative: NO
  - Administrative (regulatory): NO
  - Administrative (non-regulatory): YES
  - Possible Level of urgency: Medium

- Seek Congressional enactment of one-year exceptions to aspects of statutory procurement requirements that can provide temporary relief until a more normal order begins to return to transit industry supply chains.
  - Legislative: NO
  - Administrative (regulatory): NO
  - Administrative (non-regulatory): YES
  - Possible Level of urgency: Medium
Transit for a Healthy America

The nexus of health and transportation begins with the foundation of sustained non-emergency medical transportation (NEMT) within the Medicaid. But there’s more that can and should be done to encourage transportation decisions and solutions that promote positive health outcomes in urban, tribal and rural America.
Policy strategies

- To the extent allowable by law, FTA should incentivize the awarding of its Sec 5339(c) low- and no-emission bus and bus facility projects to places where these can make the biggest differences in emissions and congestion, thus helping clear the air - literally - for as many at-risk populations as possible;
  - Legislative: NO
  - Administrative (regulatory): NO
  - Administrative (non-regulatory): YES
  - Possible Level of urgency: Medium

- FTA grantees should have the ongoing statutory authority to provide incidental delivery of groceries and prescription drugs as part of their public transit mission.
  - Legislative: NO
  - Administrative (regulatory): NO
  - Administrative (non-regulatory): YES
  - Possible Level of urgency: Medium
Making the Transit Connection to Equity, Housing and Opportunity

Much as we might love the transit journey, what really matters is arriving at the destination. More to the point, the federal transit funding growth under IIJA requires matching funds, and one critical path can be realized through partnerships that coincidentally address other priorities, such as social justice and equity, housing and reduction of homelessness, and bridging those mobility gaps that risk preventing essential workers from getting and retaining their jobs.
Policy strategies

- FTA and FHWA should engage with CTAA, AMPO, NARC and NADO partners to provide assistance to smaller MPOs (in this case, all MPOs in urban areas of less than 1 million population), rural transportation planning organizations and their public transit partners in implementing the IIJA requirement that transportation planning provides for “better connecting housing and employment”:
  - Legislative: NO
  - Administrative (regulatory): NO
  - Administrative (non-regulatory): YES
  - Possible Level of urgency: Medium

- The US DOT should develop Equity implementation principles that are relevant to rural, tribal and small-urban America, with provisions that allow for “Justice40” projects to be incentivized in the programs of FTA and other federal agencies need to be instituted. There need to be demonstrations and showcases of success and promising practices in achieving the goals of this initiative and its underlying executive orders:
  - Legislative: NO
  - Administrative (regulatory): NO
  - Administrative (non-regulatory): YES
  - Possible Level of urgency: Medium