



Community Transportation Association of America

2025 Legislative Priorities

<i>Bipartisan Infrastructure Law (BIL) and Investment Flexibility</i>	<ul style="list-style-type: none"> • Fully fund authorized transit investment per the BIL and honor all existing contracts • Allow rural and small urban transit systems to match federal operating investment at 80/20 • Retain the Mass Transit Account within the Highway Trust Fund • Increase the Section 5307 set aside for Small Transit Intensive Cities (STIC)
<i>Regulatory Reform</i>	<ul style="list-style-type: none"> • Develop capacity-based regulatory relief agenda for smaller transit agencies • Cease all new regulations and data collection and analyze the use/efficacy of current data collection efforts • Streamline Triennial Reviews and State Management Reviews for low-risk agencies/states • Change NEPA guidelines to allow for property acquisition prior to conducting NEPA required reviews
<i>Vehicle Cost, Availability, and Flexibility</i>	<ul style="list-style-type: none"> • Fully fund 5339c; significantly increase low-emission investment floor from 25% to 50% • Allow systems that have purchased Proterra buses to dispose of assets not in use • Create committee/study seeking to increase TVMs and stabilize bus prices while emphasizing American jobs • All proceeds from vehicle sales after the vehicle reaches the end of its useful life can be reprogrammed into vehicle capital funds • Develop spare ratio flexibility for agencies deploying low/no vehicles; vehicles acquired through Section 5339c should not apply to spare ratio guidelines • Create a specific set aside for tribal transit in the Section 5339c program
<i>Driver Shortages</i>	<ul style="list-style-type: none"> • Make public transit agencies exempt from the CDL “Under the Hood” requirements • Allow volunteer driver reimbursements to be made at the Business Mileage Rate
<i>Emergency Relief and Smaller Transit Operators</i>	<ul style="list-style-type: none"> • Appropriate investment to FTA’s Emergency Relief fund (Section 5324)
<i>Non-Emergency Medical Transportation (NEMT)</i>	<ul style="list-style-type: none"> • Protect and preserve the NEMT benefit in the Medicaid program • Build on pilot programs that extend NEMT into the Medicare program through dual eligibles and repetitive, scheduled trips • Continue the important work of the Coordinating Council on Access and Mobility (CCAM)
<i>Transit Oriented Development Flexibility</i>	<ul style="list-style-type: none"> • Allow all FTA grantees and sub-grantees to be eligible for Transit Oriented Development funding