

Mountain Line Legislative Priorities



Federal Priorities

- Advocate for the passage of the Build Back Better Act to create new and innovative programs that will provide billions in competitive grants for public transit access to affordable housing and enhanced mobility.
- Support all forms of additional investment into the Highway Trust Fund's Mass Transit Account, including raising the gas tax as well as initiation of vehicle miles traveled (VMT) strategies to allow electric and hybrid vehicles to contribute.
- Advocate for appropriation of federal transit funding as identified in the Infrastructure Investment and Jobs Act to meet immediate and future transit needs and values.
- Support equitable distribution of Section 5339 (b) competitive grants to small-city, rural, and tribal transit operators while increasing participation in Section 5339 Low/No-Emission Funding Program.
- Advocate that all grant applications foster an opportunity for smaller sized areas to carry out projects with multimodal elements and/or that promote outcomes which support efforts to impact climate change concerns.



State Priorities

- Make the case for the State of Arizona to make available one-time funds for transit capital projects.
- Advocate for the setting of public agency or non-profit electric rates that will facilitate and support the transition to electric fleets; reduce or remove peak/on-demand rates for public agencies.
- Collaborate with other transit agencies across the state to request the Arizona Department of Transportation distributes transit infrastructure funds in a timely fashion with a fair and transparent process.
- Restore LTAF II funding from the State of Arizona for transit and transit program needs.
- Advocate for the State of Arizona to support transit operations through laws like Yield to Bus, Transit Operator Assault, and Transit Signal Priority.

Local Priorities

- Advocate for transit and inclusion of transit planning methods and features in City development plans and codes, including bus lanes, bus stop investments, pedestrian crossings and bike lanes, and signal priorities.
- Continue to advocate that FTA formula-apportioned funds are appropriated at no less than their FY2020 levels, so that pandemic-related Census undercounts don't permanently damage urbanized areas' transit funding allocations.

COVID-19

Getting you where you want to go