

# Mountain Line Legislative Priorities

## Federal Priorities

### Ensure Annual Transit Appropriations Match

#### Authorized Levels:

The 5-year funding levels authorized in the Infrastructure Investment & Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) sets the stage for substantial support and improvement of transit systems of all sizes across the country. Congress needs to honor these levels each year in the appropriations process. (National Transit Associations)

### Provide Relief for Vehicle Shortages and Employee Hiring:

The impacts of COVID have left long-lasting imprints on the ability of transit providers to procure new vehicles and hire additional front-line staff. Specific policy and regulatory mechanisms such as flexible changes, updates, or waivers to Buy America(n) requirements, the Commercial Driver's License (CDL) process, drug and alcohol testing procedures, housing programs and more can ease the burden on transit agencies in maintaining and expanding service. (SWTA)

### Spare Ratio Flexibility

The adoption and transit to zero emission vehicles is challenging transit agencies and creating concerns about

service resiliency. Support spare ratio flexibility that recognizes growing pains associated with adopting EVs, a new and emerging technology. In addition, spare ratio flexibility should be clearly communicated to transit systems consistently from both FTA headquarters and regional FTA offices.

### Support All Forms of Additional Revenue for Transportation:

Due to federal gas tax rates that have remained unchanged for a generation, the Highway Trust Fund and its Mass Transit Account are often insolvent, requiring infusions of unrelated revenue by the Congress. Options include raising the gas tax as well as initiation of vehicle miles traveled (VMT) strategies to allow electric and hybrid vehicles to contribute, along with other ideas.



## State Priorities

### State Funding for Transit:

Make the case for the State of Arizona to make available reoccurring funding that can be used by transit across the state to drawdown and keep federal funding in Arizona. (AZTA)

### Electric Rate Structure for Public Agencies: (ongoing)

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.

### Timely Distribution of Federal Funding: (ongoing)

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.

### Transit Laws Advocacy: (ongoing)

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

### Codify Transit and Adopt Transit Plans:

Advocate for transit and inclusion of transit planning methods and features in City development plans and codes, including bus pass credits, bus operating contributions, bus lanes, bus stop investments, pedestrian crossings and bike lanes, and signal priorities.



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