

# 2021 FEDERAL LEGISLATIVE PRIORITIES

## SAFETY



- Increased funding for Vision Zero / Highway Safety
- Additional funding for highway grade crossing safety improvements.
- Support infrastructure legislation to provide more Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives Program (TAP) and provide funding for infrastructure multimodal improvements and to support Vision Zero / highway safety projects.

## FUNDING



- Additional funding for SMART cities technology deployment / ITS.
- More climate mitigation / resiliency funds.
- Create a pilot program to allow metropolitan planning organizations (MPOs) within urbanized areas, with population of at least five million, to directly receive 50 percent of the Surface Transportation Block Grant Program (STBGP) apportionment. The urbanized area will designate one MPO to distribute the funds to the other MPOs in the area.

## TRANSPORTATION INFRASTRUCTURE



- Continue to provide opportunities for investment in freight and freight related programs in authorization and annual appropriations bills.
- Increase overall funding of the Surface Transportation Block Grant Program (STBGP) and increase the percentage of sub-allocation to urbanized areas
- Increase Transportation Alternatives Program (TAP) funding and reduce restrictions on using this program. (Project Delivery)
- Increase the federal gas tax and/or index it to inflation.

# 2021 STATE LEGISLATIVE PRIORITIES



## SAFETY

- Regulate distracted driving as a primary offense
- Increase climate mitigation / resiliency funds.



## FUNDING FLEXIBILITY

- The current State funding programs are too restrictive and do not allow for implementing transit investments in the manner needed to serve our rapidly growing urbanized area. Greater flexibility is needed with existing State funding sources so they may also be used to fund local transportation investments to support economic growth within the region. Restore MPO funding levels by shifting 25% of SIS funds to TMAs for direct programming. No change for non-TMA MPO areas.
- Allow flexibility in the TRIP program within Transportation Management Areas for direct programming. No change for non-TMA MPO areas.



## MPO EXPANSION

- Give MPOs greater flexibility by expanding Board voting membership beyond 25 members and oppose any efforts to reduce voting membership below 25 members
- Allow Metropolitan Planning Organizations to conduct virtual meetings.