



2018 FEDERAL LEGISLATIVE ADVOCACY PLATFORM

Issue	Goal	Strategy
Surface Transportation Reauthorization Preparation	Lay the groundwork for advocacy on all of CCTA's priorities when the Fixing America's Surface Transportation (FAST) Act expires in 2020	Work with our partner Bay Area transportation agencies, Caltrans and other statewide transportation organizations to build on the structure and performance-based framework established by MAP-21 and the FAST Act.
Potential Transportation Infrastructure Funding and Financing Proposal	Maximize federal funding opportunities for CCTA in a potential infrastructure package that may emerge from the new Administration and continue support for legislation that provides alternative funding/financing opportunities	<ul style="list-style-type: none"> • Work with our partner Bay Area transportation agencies, Caltrans and other statewide transportation organizations to ensure that any infrastructure proposal transmitted by the new Administration and then considered by Congress contains an appropriate blend of financing and funding opportunities, as well as programs for highways, transit, research & development, and other eligibilities that are relevant to CCTA's interest and that CCTA is an eligible participant in such programs. • Continue support for legislation that seeks to provide alternative funding and financing for transportation and infrastructure projects.
Federal Appropriations	Maximize federal transportation appropriations for FAST Act programs	<ul style="list-style-type: none"> • Partner with local, regional and statewide transportation agencies as well as national associations to ensure that Congress appropriates funding in fiscal years 2018 and 2019 consistent with amounts authorized in the FAST Act. • Monitor and pre-position for federal competitive grant opportunities as discretionary grant programs are revised and redeveloped by the new Administration. • Advocate for the inclusion or development of programs or funding directives that support autonomous vehicle research, development, testing, and deployment. • Support continuation of the TIGER discretionary grant program with funding levels consistent with or above past funding levels. • Support the Moving FIRST Act (H.R. 3901), which would establish \$100 million in new grant funding for cities to invest in and use innovative technologies and solutions for the purpose of improving transportation and mobility. • Support inclusion of a new \$100 million federal program in the Transportation, Housing and

		Urban Development (THUD) appropriations bill to advance driverless vehicle research.
Preserve Local Sales Tax Dollars	Preserve local sales tax dollars to fund local improvements.	<ul style="list-style-type: none"> • Monitor legislative or administrative efforts that attempt to utilize local sales tax measures to fund programs not included in a voter-approved Transportation Expenditure Plan. • Monitor legislation related to the Federal Aviation Administration (FAA) and advocate in coordination with CCTA partner agencies and Self-Help County partners for relief from or repeal of the FAA local fuel tax rule.
Intelligent Transportation Systems Federal Match	Increase Federal Share on Intelligent Transportation System projects	Increase the Federal share payment to 100 percent for any projects on the Interstate System, and 95 percent for any other project, whose primary objective is to deploy, operate or maintain intelligent transportation systems (ITS) and other advanced technologies that improve the safety and efficiency of the transportation system.
Tax Reform	Support tax policies that advance CCTA initiatives and support transportation	<ul style="list-style-type: none"> • Support efforts to preserve the tax exemption on Municipal Bonds that serve as a financing mechanism for state and local infrastructure projects. • Work to ensure that parity between the pre-tax transportation benefit allowed for public transit and vanpooling and the pre-tax transportation benefit allowed for parking remains permanent. • Support efforts to preserve the ability of employers to deduct expenses related to providing the commuter benefit to employees. • Partner with local, regional and statewide transportation agencies as well as national associations to identify a new, permanent source of funding for the Highway Trust Fund while ensuring that the Mass Transit Account is preserved.
Connected and Autonomous Vehicle Policy and Funding	Support policies and funding to advance Connected and Autonomous Vehicle technology	<ul style="list-style-type: none"> • Support policies and funding to advance Connected and Autonomous Vehicle technology to enhance transportation safety, efficient mobility, a healthier environment, and economic growth and job creation. • Monitor grant opportunities from the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). • Continue to work with NHTSA to obtain the necessary approvals and support to continue moving forward with autonomous vehicle research and testing efforts.
Mobility Management and Coordination	Support policies and programs that incorporate new technologies, practices, and providers in	<ul style="list-style-type: none"> • Monitor funding opportunities for mobility management services, technologies, and R&D. • Advocate for policies and opportunities that incorporate broader technologies, including charging, information sharing, and connectivity. • Explore and engage mobility coordination policies and funding streams that may be available

	an effort to improve mobility	from other federal sources, including, but not limited to, the Department of Health and Human Services and the Veterans Administration.
Regulatory Reform and Streamlining	Seek opportunities to streamline the regulatory process as well as encourage the development of regulations that are appropriate and flexible	<ul style="list-style-type: none"> • Monitor legislative changes to the Administrative Procedure Act and other laws governing the promulgation and enforcement of regulations. • Support proposals for appropriate changes to regulatory processes affecting project delivery in order to provide parity and reduce duplication. • Work with Bay Area partner agencies and other coalitions to support a NEPA delegation for local agencies and jurisdictions that would allow streamlining the NEPA/CEQA process and create one process based upon the California Environmental Quality Act (CEQA).