



2021 NADO Transportation Priorities

1. Strengthen the **roles of Rural Development Organizations (RDOs) and Regional Transportation Planning Organizations (RTPOs) in the statewide transportation planning process** and in surface transportation reauthorization legislation, and **strengthen existing planning processes** through which regional and rural planning is already occurring.
2. **Increase funding** for planning (**PL funds**), the Surface Transportation Block Grant Program (**STBGP**), State Planning and Research (**SPR**), and other funding programs that Metropolitan Planning Organizations (MPOs), RTPOs, and RDOs use.
3. Maintain current **population thresholds**, whereby MPOs are designated within urbanized areas with populations of **50,000** or more, while RTPOs and RDOs are designated in other areas.
4. For the duration of the COVID-19 emergency and for at least three years thereafter, planning funds and other funding that MPOs, RTPOs, and RDOs utilize should be provided at **100% federal share** (no local match).
5. Provide increased federal funding to allow communities to plan, coordinate, rehabilitate, and maintain highways, public transportation, non-motorized transportation, short line rail, and road safety improvements that benefit **underserved and rural regions**.
6. Provide increased federal funding for affordable, accessible **telecommunications** services and **high-speed broadband connectivity** in underserved rural areas, and use existing transportation planning processes – with an emphasis on working through RTPOs and RDOs – to plan and deliver increased broadband access to traditionally underserved and rural areas.
7. Support the application of **new and emerging technologies** in transportation to improve safety and mobility in rural and small metropolitan communities.