



**A LEADING VOICE FOR BUS AND BUS FACILITY FUNDING**

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**ABOUT US**

The Bus Coalition is an advocacy organization that supports funding for federal transit bus and bus facility programs. With over 155 coalition members and a footprint in 43 states and growing, the Coalition includes small, medium and large transit agencies, state transit associations and bus manufacturers and suppliers.

The Coalition is the only advocacy group solely dedicated to ensuring bus public transit programs are funded at a level necessary to provide safe and reliable service to all Americans.

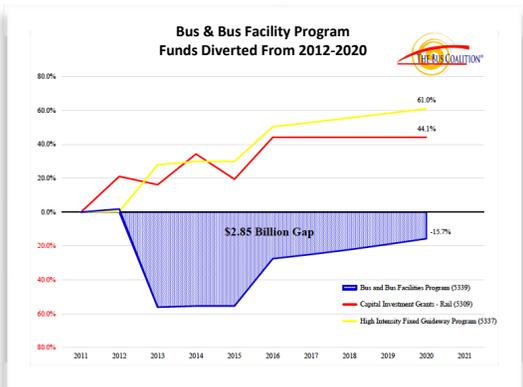


**BUS AND BUS FACILITIES ARE INFRASTRUCTURE**

The Bus Coalition’s main objective is to restore funds to the FTA Bus and Bus Facility (BBF) program. TBC is excited about two opportunities to invest in bus programs, the budget process and infrastructure package.

In the FY19 Transportation and Housing Appropriations bill (THUD), the Senate increased bus funding by \$400 million and allocated the additional investment similar to the ratios provided for in the FAST Act. The House increased funding for bus programs by \$550 million and directed a large portion of those funds - \$300 million – to the bus competitive grant program.

TBC is grateful to the House and Senate Appropriations Committee for investing in bus transit and dedicating a significant share to the competitive program. As conference negotiations take place to reconcile the differences between the House and Senate versions, we strongly support the higher funding levels included in the House bill, including the \$300 million investment in the competitive grant program.



In terms of an infrastructure package, **TBC supports a \$2.85 billion funding increase in the BBF program. This funding request would simply fill the gap in funds diverted from the program between 2013-2020.** This funding would create approximately 102,000 jobs and procure more than 14,000 domestically manufactured buses.

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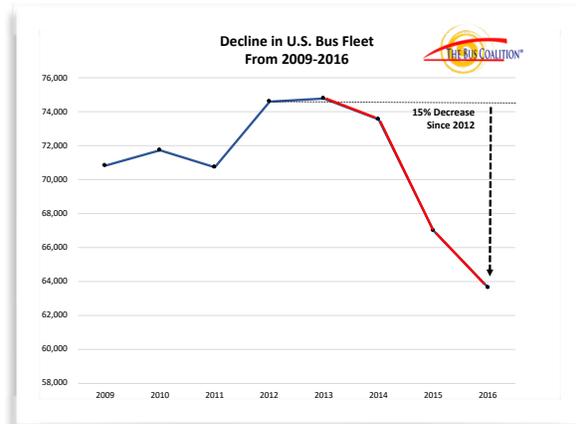
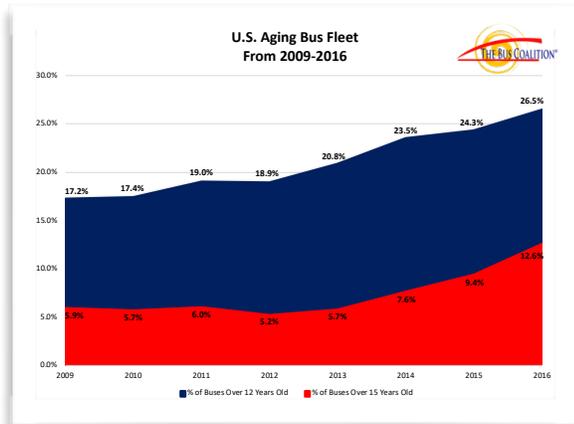
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Aging transit facilities and equipment need immediate repair and replacement. According to a Department of Transportation report, **there is a \$90 billion backlog of transit assets across the country** – a backlog that is projected to grow to \$122 billion over the next 20 years. Due to the gap between requested and available funds in the BBF program, few transit facilities were awarded competitive grants in recent years as immediate bus replacement needs were prioritized. The BBF Program is a critical source of funding to help address these costly bus replacement, facility and equipment projects. The new budget agreement and infrastructure package represent a unique opportunity to start addressing the transit backlog.

## RECENT CUTS HURT THE BUS AND BUS FACILITY PROGRAM

Buses are the backbone of transit service across America. More than one-half of all transit trips are carried by buses. **MAP-21 cut bus funding by 57% from \$984 million per year to \$422 million, and the bus competitive grant program was eliminated.** All other transit programs received funding increases under MAP-21, while the proportion of dollars for buses and bus facilities fell from 21% to 9% of the federal transit program total.

The recently passed FAST Act included some new funding for bus programs and restored the competitive grant account. Despite the modest success in the FAST Act, more investment is needed to bring bus transit agencies to a state of good repair. **In 2020, authorized funding for bus transit programs will still be 15% lower than it was in 2011.**



## IMPACT ON BUS TRANSIT AGENCIES

Funding cuts continue to steadily erode the state of good repair of the nation's bus fleet and supporting facilities. **Between 2009 and 2016, the number of transit buses operating past useful life (12-years) increased nearly 40% and the number of buses operating more than 15 years increased a staggering 92%.** At the same time, total bus fleets contracted by 15% highlighting the impact of budget cuts on transit systems across the country.

We expect the number of older buses on our streets to climb over the coming years as the cuts from MAP-21 and FAST are realized.

## BUSES BY THE NUMBERS

- Over 51% of all transit trips occur on buses
- 69% of bus riders have household incomes less than \$50,000
- Buses and bus parts are manufactured across America in 29 states
- America's rural population is declining but rural ridership has increased 7.8%