



The Bus Coalition
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ABOUT US

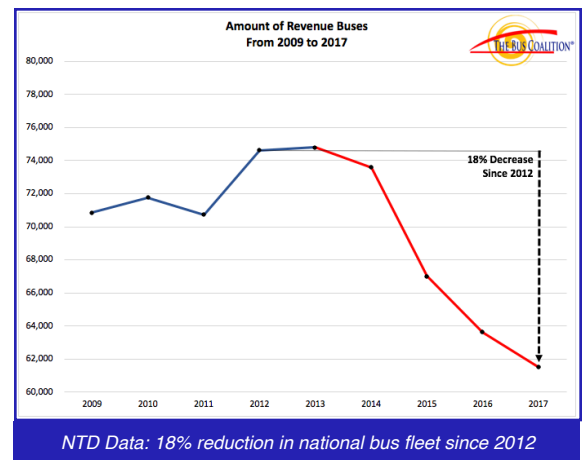
The Bus Coalition (TBC) is an advocacy organization that supports funding for federal transit bus and bus facility programs. With over 160 coalition members and a footprint in 44 states and growing, the Coalition includes small, medium and large transit agencies, state transit associations and bus manufacturers and suppliers. Buses are the backbone of transit service across America. More than one-half of all transit trips are carried by buses.

THE NEED FOR ADDITIONAL BUS INVESTMENT

According to 2017 NTD data, the percentage of buses operating past useful life increased 47% while bus fleet size has shrunk by 18% (13,294 buses). In addition, buses operating past 15 years increased a whopping 97%. It's clear the diversion in resources away from bus programs has taken their toll on transit service. This 18% reduction in fleet size directly corresponds to the 19% reduction in service hours and a 12% reduction in ridership. This trend aligns directly with the timeline of cuts to bus capital programs.

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 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 2012.



BUS COALITION'S 2019 FUNDING REQUESTS

In 2019, TBC is excited about three opportunities to invest in bus programs - FY20 appropriations process, the transportation reauthorization bill, and an infrastructure package.

FY20 Request: TBC supports the FY20 House Transportation Appropriations plus-up of \$485 million in additional investments for the Bus and Bus Facility competitive grant programs (5339b and 5339c). The request is consistent with recent plus-ups included in the FY18 and FY19 THUD Appropriations bills and continues to address the significant need for bus capital investment.

FAST Act Reauthorization: TBC endorses APTA's funding recommendations for the 5339 Bus and Bus Facility Program approved at the June 23rd Legislative Committee Meeting. Bus Coalition members have worked within the APTA structure to ensure bus funds are restored to their historic levels of 20% of all transit capital investment.

2019 TBC Request Summary

FY20 Appropriations
\$485 million

Infrastructure Package
\$7.42 billion

Reauthorization
See Chart on Page 2

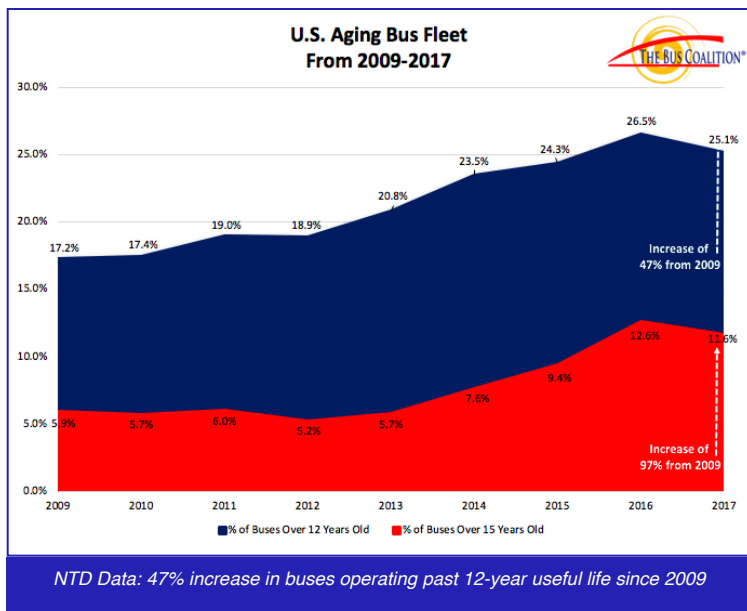
APTA is expected to adopt its final Authorization Recommendations during its annual meeting in October. TBC supports the current APTA recommendations which include: Reestablish a 40-40-20 capital investment ratio among Capital Investment Grants (\$5309), State of Good Repair (\$ 5337), and Buses and Bus Facilities (\$ 5339) programs. To reestablish this ratio, overall funding must be sufficient to ensure that each program receives significant funding increases.

APTA Draft Recommendations	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
5339 Bus and Bus Facilities	1,482.04	1,955.41	2,270.23	2,635.73	3,060.09	3,522.76
5339 (a) Bus Formula	792.47	1,029.16	1,186.57	1,369.32	1,581.50	1,827.83
5339 (b) Bus Competitive	689.57	926.25	1,083.66	1,266.41	1,478.59	1,724.93
5339 (c) Low or Now Emissions	111.78	146.98	193.28	224.40	260.53	302.48

According to APTA, "Significant increases in Section 5339 funding would allow agencies across the country to better address capital needs, including large and infrequent capital investments needed for major bus procurements and facility improvements that can be addressed by a robust competitive program."

Infrastructure Package: TBC supports an infrastructure package investment of \$7.42 billion in the Bus and Bus Facility program. According to NTD data, there were 15,459 large revenue-buses operating past useful life in 2017. At an average cost of \$600,000 per bus and factoring in a 20% local match, it would take \$7.42 billion in federal resources to simply address the backlog in bus replacement. This funding level would create approximately 260,000 jobs and procure approximately 15,500 domestically manufactured buses.

NTD data also confirms there has been a significant decrease in transit fleet size due to a lack of investment. Thus, in addition to TBC's infrastructure request, it would take an additional \$6.4 billion to see fleet modernization and expansion at the levels needed in cities and towns across the country.



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%
- Simply replacing old 1998 diesel buses reduces CO2 emissions per bus fourfold and 2004 buses by 45%.

"The lack of investment in bus capital has created a real challenge for transit operators. Our buses are older, dirtier, less reliable and cost more to maintain. Our fleet size is also shrinking substantially. All these factors are having a real negative impact on ridership and levels of service."

- Bill Carpenter, TBC President

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