



Board of Directors

- Bill Carpenter, President**
RTS, Rochester, NY
- Mark Donaghy, Vice President**
Dayton RTA, Dayton, OH
- Gary Rosenfeld, Treasurer**
Memphis Area Transit Authority
Memphis, TN
- Richard DeRock**
Link Transit, Wenatchee, WA
- Randy Frantz**
TARC, Louisville, KY
- Erika Mazza**
NAIPTA, Flagstaff, AZ
- Aurora Jackson**
LTD, Eugene, OR
- Todd Morrow**
Island Transit, Coupeville, WA
- Mark Little**
MET, Waterloo, IA
- Doug Roelfs**
Greater Peoria MTD, Peoria, IL
- Jeff Nelson**
MetroLink, Moline, IL
- Alex Clifford**
Santa Cruz METRO, Santa Cruz, CA
- Jeff Arndt**
VIA Metropolitan Transit
San Antonio, TX
- Edgar Benning**
MTA, Flint, MI
- Shawn Donaghy**
C-TRAN, Vancouver, WA
- Clinton Forbes**
Palm Tran, West Palm Beach, FL
- Elizabeth Presutti**
DART, Des Moines, IA
- John Lewis**
Charlotte Area Transit System
Charlotte, NC

2020 TBC Request Summary

FY21 Appropriations
\$485 million

Infrastructure Package
\$7.14 billion

Reauthorization
See Chart on Page 2

ABOUT US

The Bus Coalition (TBC) is an advocacy organization that supports funding for federal transit bus and bus facility programs. With over 250 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. Buses are the backbone of transit service across America. More than one-half of all transit trips are carried by buses.

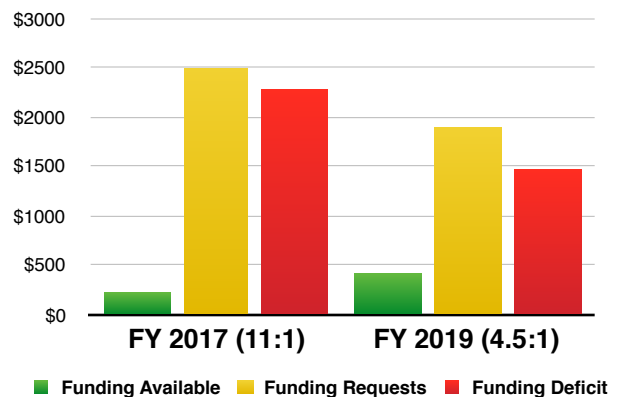
RECENT INVESTMENTS ALREADY MAKING A POSITIVE DIFFERENCE

The Bus Coalition thanks Congress and the Administration for providing plus-ups in the FY18, FY19 and FY20 appropriations bills. Before these increases, the competitive FTA Bus and Bus Facility Program was oversubscribed 11:1 with \$2.5 billion in requests for only \$226 million in authorized funding in 2017. This led to small awards averaging \$1.9 million, which made it difficult to replace aging buses and address significant facility needs across the country.

Because of the FY 19 plus-up, the oversubscription ratio dropped to 4.5:1 with \$1.9 billion in requests for \$423 million in awards. FTA was able to fund transformational projects across the country that will help construct new transit facilities, replace hundreds of old and inefficient buses and support innovative technologies to move riders more efficiently.

These investments are a shot in the arm to local economies and will start addressing the significant fleet decline we have seen since the funding cuts dating back to 2012. From 2012-2018, fleet size nationwide dropped 22% resulting in 16,304 fewer buses on the road. Until the recent efforts of Congress, our systems simply did not have the resources to keep buses on the street and were forced to reduce service and eliminate routes. Additional investment ensures our transit systems provide a lifeline to seniors, veterans, students and commuters, many of whom have limited transportation options.

Bus and Bus Facility Oversubscription



THE NEED FOR ADDITIONAL BUS INVESTMENT

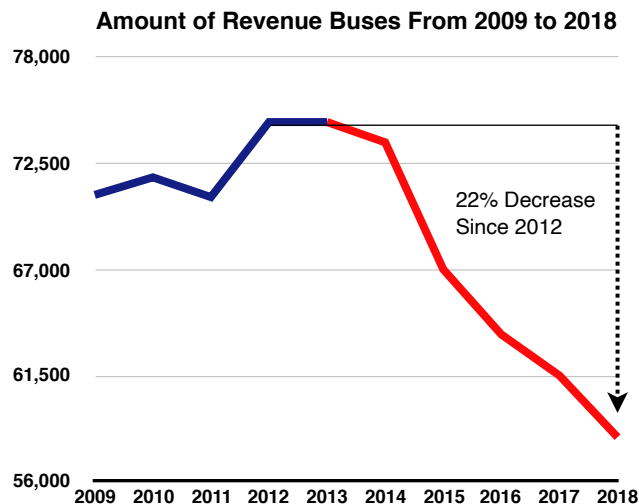
According to 2018 NTD data, the percentage of buses operating past useful life has increased 48% while buses operating past 15 years increased a whopping 104%. In addition, bus fleet size has shrunk by 22% (16,304 buses) in just four years. It's clear the diversion in resources away from bus programs has taken their toll on transit service. The 22% reduction in fleet size directly corresponds to the 19% reduction in service hours and a 12% reduction in ridership. 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 and start adding buses back into service.

BUS COALITION'S 2020 FUNDING REQUESTS

In 2020, TBC is excited about three opportunities to invest in bus programs – Reauthorization of the FAST Act, the FY21 appropriations process and a possible infrastructure package.

FAST Act Reauthorization: TBC endorses APTA's funding recommendations for the 5339 Bus and Bus Facility Program. TBC members worked within the APTA structure to ensure bus funds are a priority in the next reauthorization.

TBC supports the APTA reauthorization recommendations which include: Reestablishing **within two years** a 40-40-20 capital investment ratio among Capital Investment Grants (\$5309), State of Good Repair (§ 5337), and Buses and Bus Facilities (§ 5339) programs.



APTA 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

FY21 Request: TBC supports a plus-up of **\$485 million** in additional investments for the Bus and Bus Facility competitive grant program (5339b). The request is consistent with the amount the House included in the FY20 THUD Appropriations bill and is needed to address the significant aging and shrinking national bus fleet.

Infrastructure Package: TBC supports an infrastructure package investment of **\$7.14 billion** in the Bus and Bus Facility program over five years. According to 2018 NTD data, there were 14,874 large revenue-buses operating past useful life. At an average cost of \$600,000 per bus and factoring in a 20% local match, it would take \$7.14 billion in federal resources to simply address the backlog in bus replacement. This funding level would create approximately 260,000 jobs and procure approximately 15,000 domestically manufactured buses.

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 2004 diesel buses would **reduce CO2 emissions by 45%**.
- Approximately **\$2.1 billion** of ARRA funds were spent on bus purchases, representing a significant obligation for transit systems as these buses exceed useful life starting in 2022.

"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

Executive Director:
Ed Redfern, The Bus Coalition
ed@buscoalition.com / (202) 345-3052

DC Contact:
Joel Rubin, Washington Representative
joel@buscoalition.com / (202) 347-9171

buscoalition.com
[@thebuscoalition](https://twitter.com/thebuscoalition)