THE BUS COALITION
CELEBRATING 10 YEARS

10 Year Report

A Decade of Impact for Bus Transit

Federal Funds Supporting Equitable Access to Jobs and Opportunities











www.buscoalition.com

A Message from our President:





Celebrating a Decade of Transformation in American Public Transit

Just over 10 years ago, the MAP-21 transportation authorization bill resulted in dramatic cuts to federal bus funding. MAP-21 cut bus funding by 57% from $984 million per year to $422 million, and the competitive grant program for buses was eliminated. Ultimately, the proportion of dollars for buses and bus facilities fell from 21% to 9% of the federal transit program total.

The disinvestment starting in 2012 led to older and smaller bus transit fleets and the percentage of buses operating past useful life increased 41% while buses operating past 15 years increased 82%. In addition, the U.S. bus fleet size shrunk by an astonishing 16,787 buses in just six years. Nearly a quarter of the bus fleet disappeared from American roads between 2013 and 2019. It's clear the diversion of resources away from bus programs took its toll on transit service and the riders it serves.

For the last ten years, we worked closely with our allies in Congress and with multiple Administrations to recapitalize the bus program. In 2015 with the passage of the FAST Act, we helped restore $1 billion in funding for bus programs and brought back the competitive grant account. From 2017 to 2023, we secured over $1.2 billion in plus-up funding through the Appropriations process. And most importantly, we helped advocate for the Bipartisan Infrastructure Law (BIL) which provided an historic investment in bus transit increasing bus funding to over $2.2 billion per year through FY26.

Funding levels included in BIL will go a long way to helping transit systems of all sizes upgrade aging bus fleets, expand mobility options, boost economic growth, reduce greenhouse gas emissions and ensure better access and equity. The Bus Coalition's success is a result of hundreds of meetings on the Hill, frequent conversations with the Federal Transit Administration, closer coordination with the Bipartisan Congressional Bus Caucus and aligning with our friends at CTAA and APTA. Our hard work was rewarded, and we are so proud to have played an important role in bringing bus transit back.

Quite beyond the facts and figures, the 5339 b/c bus grant programs on their own have had a massive impact on real people and real neighborhoods. This report aims to tell just a few of these stories of on-the-ground impact and the ways state and local partners have stepped up our efforts to seize this opportunity.

We share this special thanks to Iowa Public Transit Association as our leading founding member, and all those who have helped create the organization and keep our attention focused on the key question of funding levels that will inspire our work.

We will continue our work to increase funding and its impact --
and we invite you to join our Coalition and our work in the coming decade!



— SHAWN DONAGHY
PRESIDENT, THE BUS COALITION
CEO, C-TRAN, VANCOUVER WA

With Special Thanks to our TBC Past Presidents:



Mark Little
TBC President 2013-14



Jeff Meilbeck
TBC President 2014-15



Jeff Hamm
TBC President 2015-17



Richard DeRock
TBC President 2017-18



Bill Carpenter
TBC President 2018-23

Results At-A-Glance:

Better Bus Transit





Since 2013, we have worked toward dramatic improvements to bus capital funding, and the resulting improvements in bus transit service have been remarkable:

423%
Increase in federal bus funds

20%
Restored bus transit to historic 40/40/20 ratio

58%
Of All Transit Trips Taken By Bus

+$2bn
Congressional Approps Plus-Ups

$8.25bn
In New Federal Bus Funding Over 10 years

These results in Washington DC translate to significant local and community impacts for all Americans:



430k American Workers in US Transit Industry



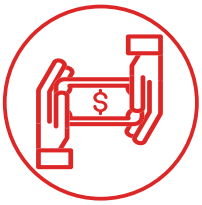
84% CO_2 Reduction via Transit Ridership



50,000 Jobs Backed by every $1bn in transit funds



55% Of Transit Riders Earn <$50k Per Year



87% of Transit Trips Benefit Local Economies

...And the bus industry is poised for a leap into the future and the challenges and opportunities that await us....

Our National Membership

From 17 founding members in 2013
To 900+ Members and Supporters in 2023

Spanning the American transit community from coast to coast and across all 50 states and Washington DC, The Bus Coalition membership also spans a wide diversity of geographies, economies and populations that create an equally diverse set of challenges -- and opportunities -- for innovation in mobility in the United States.

What draws the Coalition membership together is a common interest in maximizing our partnership among federal, state, and local partners, principally around increasing and optimizing the use of federal bus capital programs including the 5339 discretionary Bus and Bus Facilities and Low/No Emissions programs.

Starting with a founding group of 17 members in 2013, our 2023 membership has grown greater than 10 times in our first decade of work together.

With active members at all levels, including our top-tier Platinum and Gold members and our free Supporter level memberships, the TBC team proudly advocates for high-impact funding streams that boost economic growth, connectedness and public health in our communities large and small.

Please join us in our second decade of work on behalf of American bus transit-- To join, please reach out to info@buscoalition.com soon!





With Special Thanks to our Gold and Platinum Members

Platinum Members:

C-TRAN
CapMetro
dart
rta – it's time to ride
RTD
Kitsap Transit
MATA – Memphis Area Transit Authority
MetroLINK
Mountain Line
WeGo Public Transit
RTS
River Valley METRO
CHERRIOTS
San Joaquin RTD
Citylink – Greater Peoria Mass Transit District – Established in 1970 – Peoria, Illinois
Santa Cruz METRO

Gold-Tier Members:

AC Transit
METRO
amtran
AVTA – Antelope Valley Transit Authority
MET
community transit
LTD
bT
Island Transit
MTA
INTERcity TRANSIT
LAKETRAN
RTC
MTD
The Rapid
metro
UTA
METRO
PalmTran
Pierce Transit
tarc
VIA
WTA

Thanks to TBC Manufacturing Members:

CCW – Complete Coach Works
DAMERA
NEW FLYER

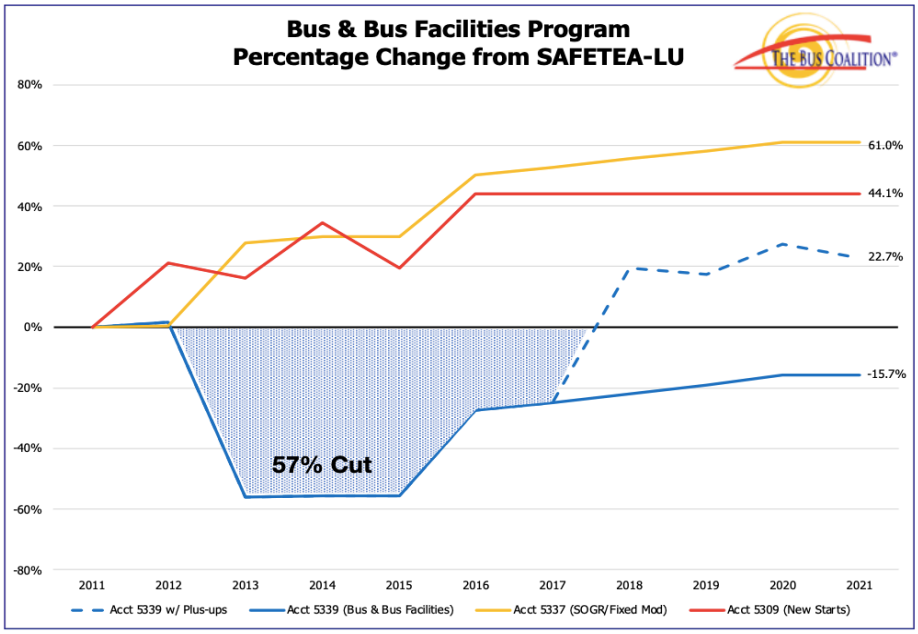
The Bus Coalition:
A Tale in Two Graphs





In 2012, the MAP-21 transportation authorization legislation cut annual bus funding by 57%, from $984 million to $422 million, completely eliminating the bus competitive grant program. While other transit programs received funding increases, spending for buses and bus facilities fell from 21% to 9% of federal transit capital despite buses providing more than 50% of all transit trips nationwide.

MAP-21 Caused Historic Cuts to Bus Funding:



57%

Reduction in Annual Federal Bus Capital

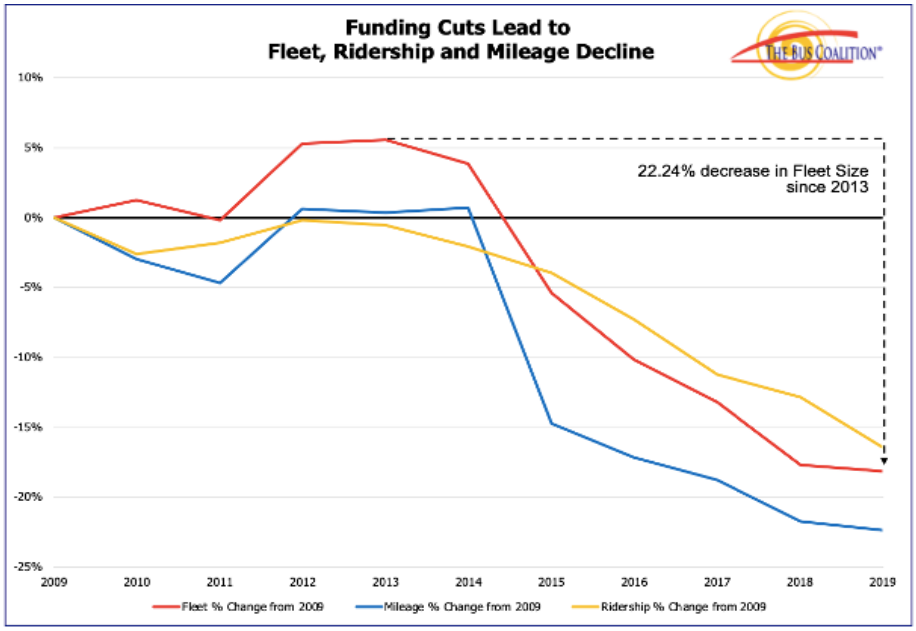
41%

Increase in buses operating past useful life

82%

Increase in buses operating past 15 years

Resulting in Significant Cuts to Bus Service:



22%

Reduction in the U.S. bus transit fleet

16,787

Buses taken off the street and out of service

15.8%

Decline in bus ridership





TBC Federal Agenda

Better Buses Build Better Communities

In addition to securing additional investments in bus funding, TBC has worked with our allies in Congress and FTA on policy provisions to ensure smooth implementation of the Bipartisan Infrastructure Law and other key legislative and Administrative priorities.



Fleet Transit Plan Education and Flexibility

To apply for zero-emission buses in the competitive grant program, BIL requires transit systems include a Fleet Transition Plan. The plan must address financing, workforce, utilities and plan for long-term fleet transition. Many systems did not have these plans ready when BIL passed in November 2021. This requirement could have become an obstacle for many systems across the country seeking competitive grants. TBC worked closely with FTA leadership and were pleased to see FTA release timely, clear guidance on the information needed for this requirement and ensure flexibility in the initial rounds.



Battery Storage – Separating the Batter From the Bus

As we invest billions in battery electric technology, we must provide sustainable and practical solutions for transit fuel transitions. Unfortunately, federal regulations did not allow bus batteries to be separated from the bus as they are both considered one asset. This "pairing" causes significant problems, as the 12-year useful life of a bus is generally longer than that of bus batteries as a propulsion source. TBC worked with FTA and other partners to ensure this barrier is removed, older batteries could be removed from the bus and repurposed for battery storage for transit systems' onsite charging use.



Low/No Set Aside of 25% to Low Emissions:

We heard from our members and transit leaders across the country that had recently invested in CNG and other alternative fuel vehicles and infrastructure. For that reason, The Bus Coalition advocated for the inclusion of a 25% set aside of all low/no grants go to "low emission projects." Under this provision, 5339c will not fund exclusively zero emission buses as has been the practice at FTA since 2016. This means approximately $300 million per year in 5339c would go toward "low emission" buses, offering systems with prior investments in quality low-emissions technologies a cost-efficient path forward.

Ongoing Projects Include:



Supporting CTAA's Efforts to Mitigate the Small Bus Crisis

Demand for small buses (particularly body-on-chassis vehicles) far outstrips supply with estimates of 20,000 small bus purchases currently backlogged - and that number is expected to grow to 26,625 in 2025. The Bus Coalition strongly supports CTAA's recommendations to address the cutaway crisis, including issuing temporary Buy America Waivers, encouraging chassis manufacturers to set aside units for vital public transportation, streamlining procurement regulations and offering clear guidance to FTA grantees on how to amend bus procurements or reprogram funds when vehicles cannot be delivered under the terms of a procurement agreement.



Grid Resiliency and Battery Storage

Charging a fleet of buses requires a significant amount of power and many areas simply do not have the grid infrastructure to handle surges necessary to charge dozens or hundreds of buses at once. The Bus Coalition is working with Members of Congress, the Department of Energy, and Federal Transit Administration to implement creative solutions to partner with utilities and bus manufacturers, including piloting battery storage pilot projects in different areas of the country.

Grants in Action

A New Era in Bus Transit





With FY22-26 funding increases from the Bipartisan Infrastructure Law (BIL), bus transit has a chance to re-establish a quality of service to its true potential.

However, with 6x over-subscription to bus capital grants at current levels, an ongoing future capital need of at least $2.2 billion per year, and an overall transit capital shortfall of $98.8 billion nationwide, we must continue to improve the quality, quantity and scalability of federally funded bus transit projects:

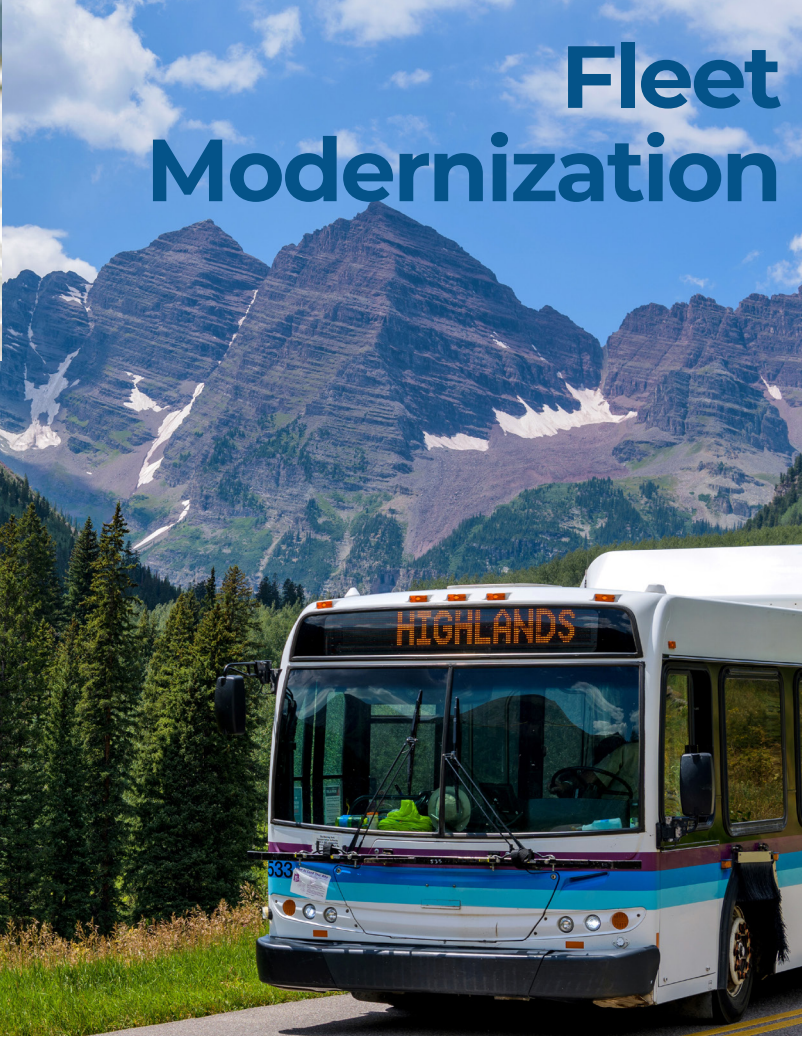
1) Fleet Upgrades: While the MAP-21 cuts led to a 22% reduction in fleet size, funding increases since 2015 have begun a slowing and even a reversal of this trend in recent years. Based on some estimates, an additional need for thousands of additional buses and a commitment of 1,500 per year will require additional funding, innovation and execution in manufacturing,maintenance, operation and asset management.

2) Facility Improvements: 2023 FTA studies show that over 10% of assessed transit facilities fell below State of Good Repair measurements. Further, the need for facilities capital will only continue to grow alongside our commitment to fuel modernization. Additional funding will be needed, alongside bold new ideas for systems design and overall integration.

3) Fuel Innovations: With leading metropolitan and rural communities alike setting ambitious climate and pollution reduction goals, major improvements in fuel technology will be required. A promising mix of innovative projects are underway in electric, CNG, Fuel Cell and related technological advances are being deployed today.

4) Future-Ready Transit: As the 5339b/c and other grant pools have increased in size and scope, grant awards have become increasingly ambitious, and built to address complex organizational, economic and social challenges that transit operators are working to address. Transit can truly be a pillar in American communities' vision for the future.

The Bus Coalition celebrates this opportunity, and in the pages that follow, we profile just a small portion of high-impact and highly-promising federal grants and local transit projects from recent years. These and dozens of other projects offer a glimpse of the further transformation possible in the bus transit industry for Fleets, Facilities, Fuels and the Future...


Fleet
Modernization
HIGHLANDS


Facilities
Improvements


Fuel
Innovations
Protecting Our Redwoods, One Ride At A Time


Future
Ready Transit

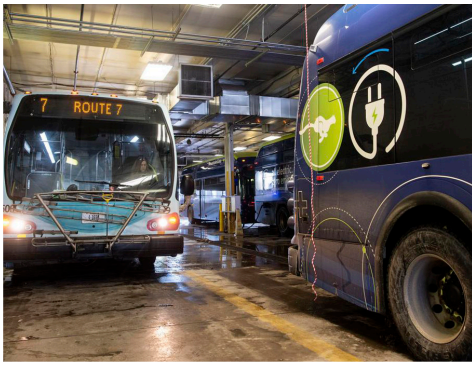
Modernizing the American Bus Fleet











Following decades of disinvestment at all levels of government, the transit community's recent work to repair and ultimately expand and modernize American public transit is in full swing. The first order of business: brining the U.S. bus fleet back to sufficient size and state of good repair. In the early years of the post-MAP21 5339 grants, these awards focused on fleet replacement projects. As these rounds have made progress, our work to improve the health of the fleet has expanded to support related on-bus technology, fleet management, workforce training and fuel innovations. These projects help capture the core of TBC and our partners' success: ensuring proper federal support is in place for the baseline mobility needs of all Americans.

Projects in Focus:

Roaring Fork Transportation Authority



Roaring Fork Transportation Authority, among the nation's largest rural transit systems, has partnered with FTA and the Colorado Department of Transportation to continuously confront challenges and meet opportunities over several decades. With support from federal funding sources including 5339 competitive grants and other sources, RFTA has confronted social, economic, and environmental challenges, and ensured high-quality mobility options for residents and millions of annual visitors to Colorado's Western Slope.



OATS Transit: Better Access to Public Service

OATS Transit, Missouri's largest rural transportation provider, provides critical transportation to rural populations and communities in need since 1971. OATS' 5339 grant-funded buses provide a truly essential service - offering Missourians reliable, and affordable transportation to nutritious meals at food banks across the state.



Mountain Line, Flagstaff, AZ

Flagstaff's Mountain Line, first embracing hybrid electric buses in 2007, has partnered with FTA on multiple grants for improvements to fleet, facilities, fuel, and more. Key to this partnership, 5339 funds helped expand routes in service of Northern Arizona University, offering students easier access to affordable housing in the region as well as university workforce an energy-efficient and low-cost alternative to access educational and career opportunities.



Lane Transit District, Eugene, OR

Funding was awarded to Lane Transit District to purchase 30 new zero-emission buses. The new electric-battery powered buses have replaced older R99 Renewable Diesel-fueled buses in the LTD fleet. On the street the zero-emission buses are prime contributors to the District significantly reducing its greenhouse gas emissions by 70% as well as an example of how funding for the buses contributed to LTD supporting local and state climate action goals.



TARC Transit, Louisville, KY

The Transit Authority of River City (TARC) has partnered with FTA for funding to purchase new buses replacing older vehicles operating past their useful life. These federal funds have helped Louisville build a long-term strategy for enhanced community mobility that supports a commitment to address air quality and public health issues unique to the Louisville Metro and the Ohio River Valley.

Better Facilities, Better Transit











The Bus and Bus Facilities programs anticipated the growing need for operations, maintenance and storage facilities from the very beginning. Now, as dedicated funding for low- and no-emissions buses has been established, transit agencies are advancing more ambitious and innovative facilities projects to secure long-term infrastructure needed to sustain transit's promise to fuel equitable access, growth and opportunity. These projects show a few examples of the many ways that improved facilities and infrastructure contribute to public transit's uniquely complex environmental, economic and social goals.

Projects in Focus:

The Jacksonville Regional Transportation Center at LaVilla (JRTC)



The Jacksonville Transportation Authority received funding from the Federal Transit Administration and the Florida Department of Transportation to build the JRTC. Opened to the public in May 2020, the JRTC provides multi-modal transportation solutions to Jacksonville and Northeast Florida, with fixed route, Bus Rapid Transit ("First Coast Flyer"), paratransit, the Skyway, shared mobility options, regional services and connects to the Intercity Bus Terminal. The Skyway infrastructure will be repurposed to accommodate autonomous vehicles as part of JTA's Ultimate Urban Circulator (U²C) program.



DART Downtown, Des Moines, IA

The Des Moines Area Regional Transit Authority (DART) has received 5339 and other federal funding to construct a new operations and maintenance facility which has contributed crucially-needed transit options as part of a remarkable downtown transformation. In addition to expanding access to workers in key strategic industries, the new facility has aided the system's effort to lower CO2 emissions and dramatically improved rider safety in their daily use of DART's transit services.



RIPTA Rhode Island Infrastructure

The Rhode Island Public Transit Authority (RIPTA) will receive funding to design and improve the East Side bus tunnel. The tunnel, which is 102 years old, is critical for RIPTA operations that run east to west and allow the fleet to bypass city traffic while in the tunnel. Among other grants, RIPTA has also received funding to construct two mobility hubs with improved rider amenities at the University of Rhode Island and the Community College of Rhode Island to improve service and access to major destinations. The hubs will feature up to eight bus bays, interior waiting space and fare machines.



Cherriots Keizer Station, Salem, OR

Cherriots' award-winning Keizer transit station serves the communities north of Salem, and provides a major step toward realizing the transit district's energy efficiency goals. The Station was designed with a green roof, photo voltaic solar panels, a ground source heat pump, electric vehicle charging stations, and real time graphic displays of solar energy production in the rider waiting area.



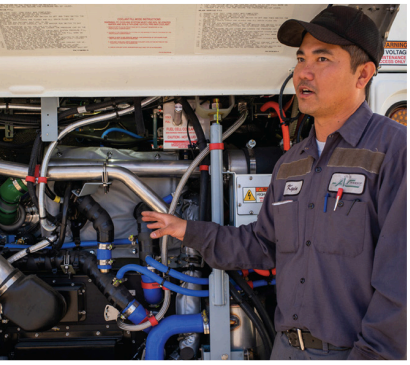
WeGo: North Nashville Transit Center

With local, state and federal funding, WeGo Nashville is constructing new facilities and enhancing service for North Nashville via the Dr. Ernest Rip Patton, Jr. Transit Center, named for the celebrated Tennessee civil rights leader. When complete, this facility and expanded service will offer 100,000 additional Nashvillians access to high-quality jobs within a 45-minute commute time.

21st Century Fuel Innovations











Because transportation accounts for up to a third of total carbon emissions in the United States, our CO_2 reduction strategy must include an ambitious approach to converting the American transit fleet to low- and no-emissions fuel alternatives. With major innovations in battery-electric vehicles, and the Biden Administration's major commitments to long-term research in hydrogen fuels, The Bus Coalition and our allies will continue working toward a multi-faceted approach to this challenge. These projects represent a small portion of this truly national effort and the variety of propulsion technologies and charging infrastructure innovations that will fuel American transit in the coming years:

Projects in Focus:

Antelope Valley Transit's All-Electric Bus Fleet



The Antelope Valley Transit Authority (AVTA) has received crucial federal, state and county funds to purchase new electric buses for Northern Los Angeles County-- becoming the first system in North America to complete a 100% transition to electric buses. On Earth Day in 2022, AVTA received the Federal Transit Administration's "Most Accomplished" Sustainable Transit for a Healthy Planet recognition.



Link Transit, Wenatchee, WA

The Chelan Douglas Public Transportation Benefit Area has received funding to purchase zero-emission, low-floor battery electric buses and wireless charging equipment to replace aging diesel buses. The new buses and innovative charging technologies will provide quiet, clean transit service throughout North Central Washington State, reducing Link Transit's energy consumption and local emissions.



Foothill Transit, West Covina, CA

Foothill Transit is leading the charge among transit agencies as it embarks on a journey to transition its entire bus fleet to zero emission by the year 2040. With support from 5339 grants and other federal sources, Foothill Transit operates the most expansive U.S. fleet of double-decker buses, which provide the same ridership capacity as 60-foot buses in 1/3 less roadway space.



Flint Mass Transportation Authority

Beginning in 2011, Flint MTA has positioned itself as a national leader in the alternative and low-emissions fuel movement. With one of the first hydrogen fuel cell efforts in the U.S., along with additional grants for CNG buses and workforce training, MTA has begun their zero emissions transformation, extending the State of Michigan's legacy as an innovator in mobility and passenger transport across the board.



MTD, Champaign-Urbana, IL

Champaign-Urbana Mass Transit's 2017 5339 grant provided funds for New Flyer 60' zero-emission fuel cell electric buses and hydrogen fueling infrastructure. This project, the first U.S commercial deployment of articulated fuel cell buses has continued to lead the nation in fuel cell innovation, including the establishment of the Hydrogen Bus Council and several related innovative efforts.

Future-Ready Public Transit











As federal bus funding has been restored and expanded to current levels, two exciting trends have become clear: First, the complexity and sophistication of grant awards have increased dramatically, reflecting the urgency and scale of the challenges that America's transit agencies are working to confront. And second, despite significant increases in the grant funding available, grant applications have increased even faster, demonstrating the need for continued funding years into the future. These projects are just a glimpse at the kinds of work that next-generation transit innovation will require, and shed light on the exciting frontiers that bus leaders will work to address in the future:

Projects in Focus:

Salt Lake City's Public Transit Transformation



With a rapidly-growing population and rapidly-changing economy, public transit leaders in the Salt Lake and Wasatch Mountains communities have taken ambitious steps to modernize and integrate service in the region. Since the BIL passed in 2021, Utah Transit Authority and UDOT have partnered to obtain federal funding to invest in Utah's transportation infrastructure. In total, these grant awards will ultimately invest $1.38 billion federal dollars in Utah's transit infrastructure across the Wasatch Front.

UTA PARK CITY 1884 UDOT Keeping Utah Moving High Valley TRANSIT



Missoula Mountain Line, Montana

Building on regional population and economic growth, and prior years' federal grant supports, Missoula Mountain Line has expanded its service by 30%, offering residents a credible option to car-driven lifestyle. Now, with a $39 million 5339 facilities grant, Missoula's transit agency plans to build a new 18-acre facility with zero fossil fuel footprint, and the flexibility to integrate usage of a diversity of next-generation fuel sources.



CapMetro - Austin, Texas

CapMetro has been awarded funding to build demand-response operations and maintenance facility in Springdale. The state-of-the-art site will accommodate the expansion of MetroAccess and Pickup demand-response service and incorporate sustainable features such as renewable energy, recycled water, and electric vehicle components to support CapMetro's low- and no-emission fleet.



Heart of Iowa Regional Transit

In rural and small-town America, preparing for the future means preparing for demographic and cultural change. In Perry, Iowa (pop. 7,929), a Latino/a community of 32% of the total population only saw public transit ridership of 1-2%. With a mix of federal supports for buses, driver training and systems upgrades, HIRTA's FlexConnect program has made scheduling and ridership changes to expand mobility access to the city's growing minority groups.



King County Metro Transit, WA

King County Metro Transit is committed to providing safe, equitable, and sustainable mobility, prioritizing where needs are greatest. Metro has made a commitment to move to a 100% zero emissions bus fleet by 2035. The project will convert 27 bus routes that serve areas with higher numbers of people of low income as well as expand Metro's apprenticeship program, including promoting transit careers for residents in underserviced communities.

The Bus Coalition

Board of Directors and Staff





The Bus Coalition is led by a group of senior level transit executives exclusively from operating public transit agencies across the nation. Elected to two-year terms, our TBC Board members guide the work of the Coalition's team of dedicated professionals in their work in Washington, D.C. in support of the shared interests of our members and the bus transit industry across the board.



Shawn Donaghy
President, TBC
CEO, C-Tran, Vancouver, WA



Miguel Velázquez
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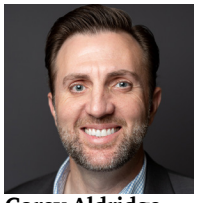
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CEO, Island Transit, WA



Gary Rosenfeld
Membership, TBC
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Corey Aldridge
CEO & General Manager,
Mountain Line, Missoula, MT



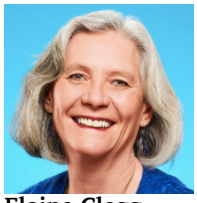
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Jeff Nelson
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MetroLink Moline, IL



Noelle Pinkard
Org. Advancement Officer
Hampton Roads Transit, VA



Doug Roelfs
GM, Peoria Mass Transit
Peoria, IL

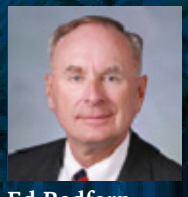


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The Bipartisan Bus Caucus

The Bipartisan Congressional Bus Caucus was formed in partnership with TBC in 2017. The Caucus is a growing group of Members of Congress that serves as a bipartisan advocate for adequate funding of the Bus and Bus Facility program to help achieve a state of good repair of the nation's bus fleet and supporting facilities. In particular, Co-Chairs LaHood and Larsen deserve a tremendous amount of thanks for their leadership and support of bus transit over the years. Our success is, in no small measure, attributable to their hard work.



Rep. Darin LaHood
Caucus Co-Chair
IL-16, R



Rep. Rick Larsen
Caucus Co-Chair,
Ranking Member
House T&I Committee
WA-2, D



Rep. Sam Graves
Chairman, House T&I Committee
MO-6, R



Representative Nikki Budzinski
IL-13, D



Representative Susan DelBene
WA-1, D



Representative Glenn Thompson
PA-15, R



Representative André Carson
IN-7, D



Representative John Joyce
PA-13, R



Representative Chris Pappas
NH-1, D



Representative Mike Bost
IL-12, R



Representative Daniel Kildee
MI-8, D



Representative Julie Brownley
CA-26, D



Representative Joaquin Castro
TX-20, D



Representative Derek Kilmer
WA-6, D



Representative Mike Turner
OH-10, R



Representative Steve Cohen
TN-9, D



Representative Sharice Davids
KS-3, D



Representative Josh Harder
CA-09, D



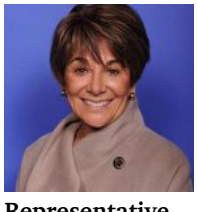
Representative Debbie Dingell
MI-6, D



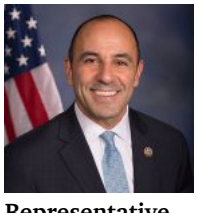
Representative Joseph Morelle
NY-25, D



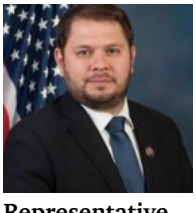
Representative Mark Pocan
WI-2, D



Representative Anna Eshoo
CA-16, D



Representative Jimmy Panetta
CA-19, D



Representative Ruben Gallego
AZ-3, D



Representative Raul Grijalva
AZ-07, D





From The TBC Executive Director:

Crucial Capitol Hill Partnerships Benefit Communities Large and Small

In the last decade, The Bus Coalition (TBC) has grown from a small group of 17 founding members to a true national coalition -- with over 900 members and supporters across all 50 states and in transit systems in our country's largest cities and small rural communities alike. I'm so proud of the work we have done together to elevate bus transit needs, highlight the critical service our transit systems provide, and improve mobility access and options that so many Americans rely upon.

Our mission is simple – restore bus investments to provide safe and reliable service to riders across the country. Buses are the workhorse of the transit industry and offer an affordable and accessible mode of transportation for millions of Americans, including those that cannot afford to buy a car.

The stories of neighborhood impact and organizational change detailed in this report would not have been possible without the support of a wide and diverse group of leaders in Washington, DC: across partisan divides, multiple administrations and Congresses, our bus transit has benefitted from many friends and partners, including:

- **Chairman Peter DeFazio (D-OR)** a tireless advocate for bus transit and ensured bus funding and the needs of transit agencies of all sizes were positioned for success in the Bipartisan Infrastructure Law.
- **Rep. Jaime Hererra-Butler (R-WA)** who sponsored and passed an amendment on the House Floor to restore $1.5 billion to the Bus and Bus Facility Program during consideration of the FAST Act.
- **Rep. David Young (R-IA)** who served as the first House Co-Chair of the Bipartisan Bus Caucus, as well as presiding chair on the House floor when the Herrera-Butler amendment passed.
- **Chairman Sherrod Brown (D-OH)** who remains a leading voice on the Senate Banking Committee for restoring bus transit investments and worked to ensure the Bipartisan Infrastructure Law positively impacted riders that rely on public transportation.
- **Senator Susan Collins (R-ME)** led the effort in the Senate Appropriations Committee to provide desperately needed plus-up funding to bus programs to correct the decline in the age and mileage of bus fleets.
- **Chairwoman Patty Murray (D-WA)** has been a longtime champion of bus transit. She was instrumental in restoring funding and the competitive grant program within the FAST Act and has played a key role in increasing bus funding through Appropriation plus-ups on an annual basis.

I hope that these pages demonstrate not just the tremendous impact that the TBC family has had – but also how many people, organizations, and transit professionals from coast to coast are needed to support advances such as these. **In that spirit, please join us in thanking these advocates and many others, and consider joining our effort in the coming years.**

Ed Redfern

— ED REDFERN
FOUNDER AND
EXECUTIVE DIRECTOR
THE BUS COALITION

With Special Thanks to These and All Our Allies on Capitol Hill:



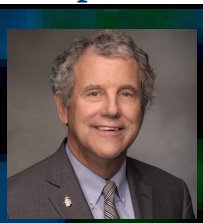
Chairman
Peter DeFazio



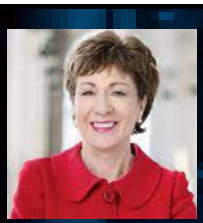
Representative
Jaime Hererra-Butler



Representative
David Young



Chairman
Sherrod Brown



Senator
Susan Collins



Chairwoman
Patty Murray