



Increased Investment in Public Transportation: Critical for a Stronger America

Public Transportation
Gets Us There



AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION

To more jobs

Americans ride public transportation 10 billion times a year, and every trip meets a need or provides an opportunity. Yet, as a nation, we have neglected to make necessary investments in this vital public service.

Increased investment in public transportation will get Americans to work, to education, and to healthcare, and it will also get our nation to more job creation, less traffic congestion and cleaner air. Investment in public transportation gets us to stronger local economies and more vibrant communities.

To a stronger economy

Everyone benefits from public transportation — in ways they don't even know. Public transportation is a lifeline for millions of Americans, connecting them to people, places and possibilities. When we invest in public transportation, communities thrive, and people more easily reach opportunities. If we invest the \$178 billion needed for critical public transportation and passenger rail projects, it will generate a 5-to-1 return of more than \$890 billion in economic activity.

To cleaner air

If we invest in public transportation today, the benefits Americans will reap in the coming decades will repay that investment multiple times over. Our nation prides itself on being a land of opportunity and a global leader, but to be that, we'll need more job creation, a stronger economy, a cleaner environment and more — and public transportation can get us there.

To greater opportunities

When we picture the life, the country and the future we want, increased investment in public transportation gets us there.

To more education

To more healthcare access

APTA's Top Three Priorities

The Fixing America's Surface Transportation (FAST) Act that funds our transportation network will expire on September 30, 2020, and soon Congress will debate its reauthorization. The American Public Transportation Association urges Congress and the Administration to dramatically increase federal infrastructure investment levels in public transportation and passenger rail. Specifically, APTA urges Congress to:

1

Enact a long-term surface transportation authorization act funded by dedicated, sustainable revenues (e.g., increasing federal motor vehicle user fees) that address the pending shortfall in the Highway Trust Fund (including the Mass Transit Account), and provide \$145 billion over six years to bring public transit systems to a state of good repair and meet growing community demands for increased mobility choices.

The shortfall in the Highway Trust Fund must be addressed. With a state-of-good-repair backlog of approximately \$100 billion and growing, insufficient support from all levels of government remains an obstacle to progress. The primary funding goals of our plan are to erase the infrastructure deficit, rebuild and expand our public transportation systems to best meet the needs of today's commuting public and future demands, and enhance our nation's economic competitiveness.

2

Reestablish a 40-40-20 capital investment ratio among the Capital Investment Grants, State of Good Repair, and Buses and Bus Facilities programs.

Americans across the country in all types of communities are demanding quality public transportation, and increased investment in all modes is necessary to meet that need. Congress should provide significant growth for all public transportation programs. In growing each program, APTA believes that a relative distribution of 40 percent for Capital Investment Grants, 40 percent for State of Good Repair, and 20 percent for Buses and Bus Facilities is the fairest distribution of funding for these three capital investment programs. The 40-40-20 relationship was maintained in authorizing law from 1987 through 1998, and for guaranteed authorizations from 1999 through 2003. Recent authorization acts have not maintained that ratio.

3

Create a new Mobility Innovation and Technology Initiative to introduce cutting-edge technologies and integrate new service-delivery approaches and mobility options in the transit marketplace.

Advances in technology have significantly expanded and enhanced the opportunities for public transportation agencies to serve the mobility needs of their communities. To evolve the traditional public transportation infrastructure to enable broadened economic and community opportunity through these options, public transit providers need assistance to innovatively integrate new mobility solutions into their networks.

APTA Recommendations: Authorization Funding Table

| Program | FY 2019 Actual | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | Six-Year Total |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Transit Programs | \$13,460.23 | \$16,074.68 | \$19,000.77 | \$21,909.51 | \$25,283.54 | \$29,197.75 | \$33,739.08 | \$145,205.33 |
| Public Transportation Account | \$10,633.38 | \$12,732.11 | \$14,899.73 | \$17,178.61 | \$19,821.40 | \$22,886.67 | \$26,442.41 | \$113,960.93 |
| § 5305 Planning | 139.09 | 164.90 | 191.45 | 222.28 | 258.06 | 299.61 | 347.85 | 1,484.16 |
| §§ 5307 and 5336 Urbanized Area Formula | 4,827.12 | 5,723.09 | 6,644.51 | 7,714.28 | 8,956.28 | 10,398.24 | 12,072.36 | 51,508.76 |
| § 5310 Seniors and Individuals with Disabilities | 279.65 | 331.55 | 384.93 | 446.91 | 518.86 | 602.39 | 699.38 | 2,984.02 |
| § 5311 Rural Formula Grants | 699.32 | 811.91 | 942.63 | 1,094.39 | 1,270.59 | 1,475.16 | 1,712.66 | 7,307.34 |
| § 5312 Public Transportation Innovation | 28.00 | 50.00 | 60.00 | 70.00 | 80.00 | 90.00 | 100.00 | 450.00 |
| § 5314 Technical Assistance and Workforce Development | 9.00 | 22.50 | 23.00 | 23.50 | 24.02 | 24.55 | 25.09 | 142.65 |
| § 5337 State of Good Repair | 2,901.37 | 3,368.49 | 3,910.81 | 4,540.45 | 5,271.47 | 6,120.17 | 7,105.52 | 30,316.92 |
| § 5339 Buses and Bus Facilities | 1,127.02 | 1,482.04 | 1,955.41 | 2,270.23 | 2,635.73 | 3,060.09 | 3,552.76 | 14,956.25 |
| § 5340 Growing and High Density States | 601.32 | 608.67 | 608.67 | 608.67 | 608.67 | 608.67 | 608.67 | 3,652.04 |
| Coordinated Access and Mobility (§ 3006(b) of FAST Act) | 3.50 | 7.00 | 7.15 | 7.31 | 7.47 | 7.64 | 7.80 | 44.38 |
| Pilot Program for TOD Planning (§ 20005(b) of MAP-21) | 10.00 | 11.00 | 12.10 | 13.31 | 14.64 | 16.11 | 17.72 | 84.87 |
| Mobility Innovation Initiative | - | 25.00 | 30.00 | 35.00 | 40.00 | 45.00 | 50.00 | 225.00 |
| General Fund | \$2,826.85 | \$3,342.57 | \$4,101.03 | \$4,730.90 | \$5,462.14 | \$6,311.08 | \$7,296.67 | \$31,244.40 |
| § 5309 Fixed-Guideway Capital Investment Grants (CIG) | 2,552.69 | 3,152.57 | 3,910.81 | 4,540.45 | 5,271.47 | 6,120.17 | 7,105.52 | 30,101.00 |
| § 5312 Public Transportation Innovation | 6.00 | 30.00 | 30.00 | 30.00 | 30.00 | 30.00 | 30.00 | 180.00 |
| § 5314 Technical Assistance and Workforce Development | 5.00 | 10.00 | 10.22 | 10.44 | 10.67 | 10.91 | 11.15 | 63.40 |
| Passenger Rail Programs* | \$655.00 | \$2,262.53 | \$3,465.10 | \$4,700.27 | \$5,973.29 | \$7,290.25 | \$8,658.22 | \$32,349.67 |
| <i>Contract Authority</i> | | 226.25 | 693.02 | 1,410.08 | 2,389.32 | 3,645.12 | 5,194.93 | 13,558.73 |
| <i>General Fund</i> | 655.00 | 2,036.28 | 2,772.08 | 3,290.19 | 3,583.97 | 3,645.12 | 3,463.29 | 18,790.94 |
| Consolidated Rail Infrastructure and Safety Improvements (§ 11102 and 49 U.S.C. 22907) | 255.00 | 793.13 | 920.82 | 1,069.08 | 1,241.20 | 1,441.03 | 1,673.04 | 7,138.30 |
| Federal-State Partnership for State of Good Repair (§ 11103 and 49 U.S.C. 24911) | 400.00 | 464.40 | 539.17 | 625.97 | 726.76 | 843.76 | 979.61 | 4,179.67 |
| High-Performance Intercity Passenger Rail Grants (P.L. 110-432, § 301(a); 49 U.S.C. 22902) | - | 1,000.00 | 2,000.00 | 3,000.00 | 4,000.00 | 5,000.00 | 6,000.00 | 21,000.00 |
| Railroad Cooperative Research Program (49 U.S.C. 24910) | - | 5.00 | 5.11 | 5.22 | 5.34 | 5.45 | 5.57 | 31.70 |

* These amounts do not include funds specifically authorized for Amtrak.

Transit and Passenger Rail Total

| | | | | | | | |
|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| \$14,115.23 | \$18,337.21 | \$22,465.87 | \$26,609.78 | \$31,256.83 | \$36,488.00 | \$42,397.30 | \$177,555.00 |
|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|

D-

The grade given to public transit by the American Society of Civil Engineers' Infrastructure Report Card

To maintain our position as a global leader, our country needs more job creation, a stronger economy, a cleaner environment, and more opportunity—and public transportation gets us there.

\$99B

How much is needed just to bring bus and rail assets into a state of good repair, according to the U.S. Department of Transportation

\$5 to \$1

The return on investment in public transportation

\$890B

The increase in economic activity that would be spurred by a \$178 billion investment in public transportation and passenger rail

10B

The number of trips Americans take each year on public transportation

Rural Americans with disabilities take

50%

more trips on public transit than those without disabilities

50,000

The number of jobs created or sustained by every \$1 billion of federal investment in public transportation

When we picture the future we want, public transportation gets us there.

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