APTA Recommendations on Federal Public Transportation Authorizing Law

Post SAFETEA–LU: Transportation for the Future

Approved by the
American Public Transportation Association Board of Directors

October 5, 2008

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

American Public Transportation Association:
Surface Transportation Authorization Recommendations
Adopted by the APTA Board of Directors on October 5, 2008

On behalf of the more than 1,500 member organizations, the American Public Transportation Association is pleased to present recommendations for the next federal surface transportation authorizing law. These recommendations were approved by APTA's Board of Directors on October 5, 2008, during APTA's Annual Meeting and EXPO in San Diego, California. They are the product of a year-long effort by an industry-wide Authorization Task Force comprised of more than 150 members from throughout the nation. These recommendations reflect the views and priorities of all of APTA's diverse membership, including large, medium, and small transit agencies, and the transit business community.

The recommendations provide a solid framework for a stronger federal role in public transportation and recognize the significant energy, environmental, and economic benefits of public transportation. They serve as the first step toward fulfilling APTA's TransitVision 2050.

The APTA proposal focuses on five principal objectives:

- More than double federal investment in public transportation to address capital needs and growing demand for public transportation service
- Strengthen funding guarantees needed for long-term, lasting capital investment projects
- Streamline project delivery and simplify the needs-based federal transit program structure
- Enhance transit's role in reducing greenhouse gas emissions and conserving energy
- Promote the development of a skilled industry workforce

This document includes detailed proposals in three parts: a statement of national purpose; proposed principles and funding levels; and policy and programmatic proposals to expedite and improve public transportation project delivery. While these recommendations were crafted to guide Congress as it develops legislation to authorize programs expiring under SAFETEA-LU, APTA will continue to advance industry interests on short and longer-term economic stimulus bills, climate change and energy legislation, high-speed and intercity passenger rail measures, and other issues before Congress. APTA will continue to develop and refine recommendations as necessary. For more information, please contact the APTA Government Affairs Department at (202) 496-4887, or visit our website at www.apta.com.

Now is the time for increased investment to build quality public transportation for current and future generations. Enactment of these recommendations in post SAFETEA- LU authorizing legislation is critical to support and sustain a pre-eminent transportation system that serves our country. The nation needs quality transit – now.

Table of Contents

STATEMENT OF NATIONAL PURPOSE
A Vision for Public Transportation

"In 2050 America's energy efficient, multi-modal, environmentally sustainable transportation system powers the greatest nation on earth."

APTA TransitVision 2050

APTA's vision is that America will lead the world in supporting and sustaining a pre-eminent transportation system. To that end, the federal government must continue to play its key investment role in our nation's transportation infrastructure – as it has done when needed since the early days of the nation.

APTA's TransitVision 2050 initiative foresees current trends leading to an extensive multimodal transportation system. Over time, integration of transportation policy with energy and environmental policy has caused transportation decisions to become more focused on outcomes such as sustainability, quality of life, and long-term economic health and competitiveness.

On the national level, public transportation supports America's goals and policies, including spurring economic activity, enhancing competitiveness in the global marketplace, reducing dependence on foreign oil, reducing climate-changing greenhouse gases, and providing critical responses in emergencies. On an individual level, public transportation saves money, reduces the carbon footprint of households, and provides people with choices, freedom, and opportunities.

Authorization of federal surface transportation programs should be directed by two overarching issues, the federal role and purpose in transportation and a vision that can direct transportation policy for the coming decades. For its part, public transportation needs to be viewed and understood based on its contribution to meeting these stated national goals. For the federal purpose we need look no further than our Constitution. Among its fundamental duties the federal government is directed to promote both commerce and the common good of its residents. These same two purposes are the core functions of our surface transportation system.

CHOICE, FREEDOM, MOBILITY OPTIONS AND INDEPENDENCE

Americans make their travel choices on the basis of smart and logical decision-making. In places where accessible, high quality public transportation services exist, a high percentage of the traveling public uses the service. When it doesn't, they don't.

In 2007, people took more than 10 billion trips on public transportation, the highest ridership level in 50 years. Much of this growth is attributable to the transportation infrastructure investments provided in the three most recent federal surface transportation bills, ISTEA (1991), TEA 21 (1998), and SAFETEA-LU (2005).

But many Americans do not have adequate transportation choices. A recent survey conducted by the U.S. Department of Housing and Urban Development and the U.S. Census Bureau, found that only 54 percent of American households have access to public transportation of any kind.

While America continues to boast the world's best overall transportation system, the system is showing signs of severe stress, so making investments in our nation's physical infrastructure will be critical to our ability to sustain strong economic growth in future years.

To ensure that Americans have the public transportation choices they want – and need – and to ensure that they can access the range of educational, vocational, social, and recreational opportunities awaiting them, a national transportation policy for the future must recognize several irrefutable facts. Public transportation benefits everyone- both riders and non riders.

Public transportation is an essential partner in our national strategy for energy independence and climate change. New research calculates that current levels of public transportation service reduce petroleum consumption directly and indirectly by 4.2 billion gallons of gasoline each year. This is the equivalent of 900,000 automobile fill-ups each day. Currently, there are more than 6,400 providers of public and community transportation offering Americans freedom, opportunity, and the choice to travel by means other than a car, but most only offer minimal service.

Public transportation contributes to the growth of a strong economy. It is estimated that every $10 million in capital investment in public transportation yields $30 million in increased business sales, and that every $10 million in operating investment in public transportation yields $32 million in increased business sales. Further, every $1 taxpayers invest in public transportation generates $6 in economic returns.

Public transportation dramatically reduces traffic congestion. Simply put, congestion results in lost time and wasted fuel. According to a 2007 Texas Transportation Institute report, congestion costs America $78 billion in lost time and productivity. Public transportation saved 541 million hours in travel time and 340 million gallons of fuel. Without public transportation, congestion costs would have been an additional $10.2 billion.

Public transportation should be part of our central strategy for ensuring clean air and the health of our residents. Reduced air pollutants and improved personal health and fitness are core American goals – and public transportation provides key contributions to making these goals a reality. A new APTA study prepared by Science Applications International Corporation (SAIC) found, for example, that it takes just one commuter switching from daily driving to using public transportation to reduce the household carbon footprint by 10 percent. If that household driver gives up the second car and switches to public transportation for all solo travel, the household can reduce its carbon emissions up to 30 percent, which is a greater reduction than if the household gave up use of all electricity.

Public transportation delivers essential health and human services to people from all walks of life. Public transportation helps older Americans and persons with disabilities improve mobility, plus it provides lifelines to public transportation-dependent persons in urban, suburban, and rural areas. In many areas there is a need for more service. African-Americans, Latinos, Asian-Americans, and households with no cars are more heavily affected by inadequate transportation options than other groups. Public transportation service is available to only 54 percent of American households.

Public transportation provides mobility for our aging society. Over the next two decades, America's baby boomers will reach retirement age, with the U.S. Census Bureau projecting the number of Americans age 65 or older to double to more than 70 million by 2030. In a 2005 White House Conference on Aging, mobility for older Americans was ranked the third most important issue on a 73-

item list – ahead of Medicare reform. While the dimensions of this shift have been widely discussed, America remains ill-prepared to address the mobility needs of older Americans.

More than 50 percent of non-drivers age 65 and older stay home on any given day partially because they lack public transportation options. Older non-drivers have a decreased ability to participate in the community and the economy, making 15 percent fewer trips to the doctor, 59 percent fewer shopping trips and restaurant visits, and 65 percent fewer trips for social, family and religious activities. Public transportation can enable individuals to age in place, thus allowing them the prolonged fulfillment and satisfaction of living in their own homes while at the same time requiring only one-fourth as many resources than if they were living in an institution.

Public transportation investments are critical to America's homeland security and civil defense. The interstate highway system was begun by President Eisenhower in 1956 in part as a national defense program. Today, public transportation systems often provide an important way to avoid or flee from potentially catastrophic events. Public transportation regularly provides critical support to first responders by delivering emergency equipment and supplies, ferrying emergency response personnel, and controlling access to and from disaster sites. A prime example of this occurred on September 11, 2001, when public transportation in New York City, New Jersey, and Washington, D.C. helped evacuate residents to safety.

Public transportation promotes sustainability. Public transportation promotes the practices and principles of livable communities and sustainable development. As our urban areas continue to grow it is important to realize that public transportation acts as a catalyst for promoting compact, connected and mixed-use development. These things make the provision of all transportation, and public services and facilities more efficient and effective while simultaneously helping achieve energy and environmental goals. At the household level use of public transportation is one of the most significant things individuals can do to reduce their own carbon footprint.

AMERICA'S TRANSPORTATION FUTURE

America's population is growing at an unprecedented rate. A 2006 cover story in USA Today that asks: "Where will everybody live?" noted that the U.S. added 100 million people in the past 39 years, and by 2040, will add another 100 million, producing a population total of over 400 million.

If we Americans are to have true transportation choices that accommodate this extraordinary growth we must design a long term investment and policy strategy to provide transportation choices. APTA's vision? Nothing less than this:

"In 2050 America's energy efficient, multi-modal, environmentally sustainable transportation system powers the greatest nation on earth."

To achieve this goal, partnerships are critical. In conjunction with revenues from passenger fares, public transportation programs are funded by federal, state and local governments, partnerships that have successfully helped expand public transportation and make a positive difference throughout the country.

Public policy needs to fully recognize the benefits of public transportation – so that all Americans can have the access, mobility, and quality of life public transportation provides in the years ahead.

As we have seen, among its many benefits, public transportation:

- Reduces our dependence on insecure and expensive foreign oil – public transportation use saves the equivalent of 900,000 automobile fill-ups each day.
- Improves public health and helps the environment – public transportation fosters a more active lifestyle, encouraging more people to walk, bike, and jog to public transportation stops.
- Promotes affordable travel – a two-adult household that gives up 1 car to utilize public transportation saves $9,596.
- Improves safety – using public transportation is 25 times safer than travelling by car.

INVESTMENT STRATEGIES

America must expand the number of communities with light rail and streetcar service, commuter rail, bus rapid transit, fixed route bus service, and paratransit services. We can improve the quality of rail systems struggling with system delay due to aging infrastructure and heavy passenger loads, and we can enhance the quality of bus systems in numerous communities. We can ensure that people in rural communities receive public transportation service, service that often serves as a lifeline for those without access to an automobile. In both rural and metropolitan areas, mobility services come in a variety of forms, and the full array of travel options must be known and understood by the public. In short, we can – and we must – provide the public with a quality system that provides real choices.

For example, in the Portland, Oregon metropolitan area, officials invested in changes that made high-quality public transportation options widely available. As a result, Portlanders' per capita use of public transportation today is over 50% higher since the investments began 25 years ago.

When the federal government invests in public transportation funding it receives a 6-fold return on its investment, in both public and private benefits.

CONCLUSION

Experience has shown that investing in our nation's transportation infrastructure is vital to maintaining our mobility, our quality of life, and our economic competitiveness.

Future generations will salute our foresight in discussing, planning, and investing in public transportation just as we benefitted from investments made by earlier generations.

The decisions we make about our transportation system must of necessity be bold and forward thinking, very much like those 50 years ago that led to the national interstate system.

The American Public Transportation Association therefore strongly promotes these overarching ideas:

- By 2015, high capacity, high quality, energy efficient, environmentally responsible public transportation systems should be in place in every metropolitan region in America, and a choice of travel options should be available for all Americans in all areas.

- Investment in public transportation should provide the capacity and availability to enable public transportation ridership to more than double in the next 20 years to over 20 billion trips annually and to reach at least 50 billion by 2050.

- Public transportation should be an integral element of any national strategy to promote energy independence, improve air quality, address climate change, and provide mobility choices. The public transportation industry should lead the world in the use of green, sustainable technologies.

- Public transportation should continue its role as a strong national defense partner in providing for our homeland security through providing emergency mobility options and a means of reducing our dependence on foreign oil and the consequent money sent to unstable parts of the world.

As we look to the future, to a strong, healthy, prosperous America, we see that vital, capable, comprehensive public transportation systems are – and must remain – an integral part of our country's mobility strategy.

Such systems contribute to an enhanced quality of American life – from conservation of energy and resources, to improved air quality and health, to critical support during emergencies and disasters, to helping address the climate crisis.

The TransitVision 2050 initiative sees each federal surface transportation bill as a step toward a new, long-term direction. Future generations will feel indebted that the new direction launched in 2009 crafted a blueprint for a better, stronger nation.

Public transportation is on the move in the 21st century. More and more people each day move with it, discovering the many diverse benefits of traveling on the nation's public buses, trains, subways, trolleys, ferries, and vans.

Principles to Guide APTA's
Recommendations for the Next
Highway and Public Transportation Authorization Bill

Public transportation can help to ensure a secure and sustainable future for America. For the last half century, America's national transportation vision focused on building a system of interstate roads to connect the geography of the nation. The next 50 years need to focus on travel options which connect people and enable prosperity in America's bustling economic growth centers. Just as the interstate highway system resulted from federal policy and participation, future transportation options will also require the continuation of that leadership.

The federal public transportation program should promote increased public transportation ridership and provide the necessary resources to achieve national goals to reduce greenhouse gas emissions and conserve limited energy resources. It should also offer increased investment in sustainable practices within the public transportation industry. By promoting energy efficient public transportation vehicles and facilities and encouraging efficient land use near public transportation routes, Congress can enhance the environmental and fuel conservation benefits that result from public transportation, and help individuals, and therefore the nation, reduce their carbon footprints.

1) Congress should authorize a significant increase in the federal public transportation program, with a total investment of no less than $123 billion over the six year authorization period, with a goal of meeting at least 50% of the estimated $60 billion in annual capital needs by the end of the authorization period and to support a projected doubling of ridership over the next 20 years.

2) Public transportation funding guarantees should be strengthened to ensure that authorized funds are appropriated each year to allow for the long-range planning, financing, and leveraging needed to advance necessary investment in public transportation capital projects and preserve and maintain the existing public transportation infrastructure in a "state of good repair."

3) Congress should take necessary steps to restore, maintain and increase the purchasing power of the federal motor fuels user fee to support a significant increase in the federal investment for the public transportation program.

4) Congress should promote the development of revenue generated from innovative financing mechanisms, such as public private partnerships, tolling and congestion pricing to supplement current revenue streams. Future federal energy and climate change legislation should be used to supplement – not substitute – funding provided through the federal highway and public transportation authorization legislation.

5) The federal public transportation program should retain no less than an 80% federal match ratio for all capital public transportation projects, including the New Starts program.

6) Congress should preserve a "needs based" approach to the distribution of funds under the federal public transportation program which builds on the current program structure and begins to address unmet program needs.

7) Congress should create incentives to increase state and local investment levels in public transportation.

8) Federal authorizing legislation for federal highway and public transportation investment should ensure that public transportation programs receive no less than 20% of all federal funds invested in surface transportation infrastructure.

9) Congress should simplify and streamline the current federal grant approval process to speed project delivery and reduce costs.

10) The federal public transportation program should recognize the cost of compliance with federal requirements and provide capital and operating assistance to meet those requirements and to help public transportation providers address costs which are beyond their ability to control. Federal law should also encourage state, local and private sector support for such expenses.

11) The federal public transportation program should support greater investment in research and development programs that will enhance service delivery, promote "best practices" through technical standards, and increase the operational efficiency of transportation systems.

12) The federal public transportation program should provide program funding to promote workforce development and career opportunities in the public transportation industry.

13) Federal authorizing law should ensure the consideration of public transportation alternatives within a multimodal regional and statewide transportation planning process, which is designed to achieve sustainable outcomes in plans, programs, and projects. There should be a balance of environmental (including greenhouse gas and climate change considerations), economic and social equity objectives in the process.

FUNDING AND FINANCE RECOMMENDATIONS
for the Next Highway and Public Transportation Authorization Bill

"In 2050 America's energy efficient, multi-modal, environmentally sustainable transportation system powers the greatest nation on earth."

Public transportation provides mobility that significantly contributes to national goals and policies in support of global economic competitiveness, energy independence, environmental sustainability, congestion mitigation and emergency preparedness. On an individual user basis, public transportation saves money, reduces the carbon footprint of households and provides people with choices, freedom, and opportunities. To sustain public transportation's many contributions at the national and local levels, and to accommodate a doubling of public transportation ridership over the next twenty-year period to address the aforementioned national goals and policies, the American Public Transportation Association (APTA) recommends a minimum federal public transportation investment level of $123 billion over the next six-year authorization period. To address this minimum federal investment level, APTA has adopted the following Funding and Finance Authorization Principles.

- Authorize guaranteed investment levels for the federal public transportation program of at least $123 billion over 6 years so that by the final year of the next authorization bill finance no less than 50 percent of the total unaddressed costs of bringing existing public transportation capital assets into a state of good repair.

- Maintain and strengthen the federal public transportation program funding guarantees.

- Authorize guaranteed investment levels for the federal public transportation program that support at least a doubling of public transportation ridership over the next 20 years (3.5% annual compounded growth).

- Preserve the current 80 percent federal match shares on all public transportation capital investment (and higher federal match ratios under existing incentive programs) and increase the actual share to the 80 percent level in appropriations.

- Ensure stable and reliable investments in public transportation supported from federal, state and local governments, from public transportation-generated revenues, and from public-private partnerships.

- To streamline the project approval process, speed project delivery and reduce costs, convert the federal public transportation program from a "grant-based" program to a locally-driven federally-assisted program where routine activities can receive advanced federal funding approval.

EXISTING PROGRAM FUNDING
Background

Federal public transportation programs are currently funded from two sources: the Mass Transit Account (MTA) of the Highway Trust Fund (HTF) and from General Revenues of the Treasury -- also called General Funds. Until fiscal year (FY) 1983 all public transportation funding was provided from General Revenues. The Surface Transportation Assistance Act of 1982 (STAA) created the MTA as a separate account in the HTF for accrual of a portion of revenues from the federal motor fuel tax for public transportation uses. The 1982 STAA increased the federal motor fuel tax on gasoline from 4 cents per gallon to 9 cents per gallon and specified that 1 cent of the 5 cents per gallon increase would be deposited in the newly created MTA. Since then, 20 percent of each subsequent increase in the motor fuel tax has been deposited in the MTA. In 2008 a total of 2.86 cents per gallon is credited to the MTA. Currently, 15.5 percent of the total per gallon tax on gasoline and 11.7 percent of the total per gallon tax on diesel fuel are dedicated to the MTA.

In addition, until FY 1999, unexpended balances in the MTA drew interest revenue. Unexpended balances are created when the FTA obligates funds, that is, commits to fund an eligible public transportation project such as a bus garage, but does not actually pay for the project until it is completed. TEA 21 eliminated the accrued interest revenue for both the MTA and the Highway Account (HA) beginning in FY 1999.

Existing Program Funding Principles

- Continue to credit the MTA with, at minimum 20 percent of each future increase in the motor fuel (or successor) tax.

- Preserve, at minimum the current 20 percent general fund contribution necessary to support the federal public transportation program.

- At a minimum, restore the purchasing power of dedicated revenue for public transportation and other surface transportation investment to 1993 levels (when federal motor fuels taxes were last raised) and those revenue sources should be indexed to account for future inflation of construction costs.

- Establish clearly that revenues used to support federal surface transportation programs will be used only for purposes set forth under authorizing law.

- Ensure that the HTF is appropriately credited for ethanol motor fuels and other new and/or currently exempt alternative fuels.

- Restore the earning of interest income to the HTF/MTA.

NEW PROGRAM FUNDING

Background

According to the National Surface Transportation Policy and Revenue Study Commission, existing MTA revenues are inadequate to support existing commitments and required investment levels. According to the Commission, much more should be invested in public transportation infrastructure annually. This chronic underinvestment in America's transportation infrastructure has put our nation at a competitive disadvantage in the global economy. China currently spends 9 percent of its gross domestic product (GDP) on infrastructure and India budgets 3.5 percent while aiming to increase its allocation to 8 percent. By comparison, the United States budgets less than one percent (0.93) of its GDP, and sidesteps the reality of a ballooning $1.6 trillion infrastructure deficit identified by the American Society of Civil Engineers (ASCE) for necessary upgrades over the next five years. Absent significant additional federal investment, the condition of our nation's transportation infrastructure will only continue to decline. To reverse this trend new and diversified revenue sources will be required. Current and projected trust fund receipts are inadequate to support required program growth. Over the next six-year period the MTA is expected to generate only $33 billion in new resources to support a recommended federal investment level of $123 billion. In addition, the most recent Congressional Budget Office (CBO) report on MTA revenues projects that the MTA cash balance will be negative (insolvent) by the end of FY 2012 absent federal intervention. Failure to address the revenue imbalance of the MTA will result in continued inadequate investment levels that will result in lost jobs, reduced economic competitiveness, more congestion and limitations on personal mobility. To address the need for an enhanced and diversified portfolio of revenues to support the MTA, APTA recommends the following funding options to supplement the existing motor fuel tax and general fund contributions that support the federal public transportation program:

New Program Funding Options

- Include a new defined revenue source to pay debt service on bonds for large scale highway/public transportation core capacity/expansion improvements.

- Support longer-term efforts to transition the trust fund from motor fuel taxes/fees to a vehicle mileage tax and/or a vehicle weight/mile tax.

- Dedicate a portion of a new national sales tax or similar consumption-based tax to support and expand the MTA.

- Examine the longer-term viability of innovative financing techniques, including: public-private partnerships, federal loan guarantees, tax exempt/tax credit bonds, tolling and congestion pricing, value capture increment financing, and other mechanisms that consider changes in energy use and reduce state and regional carbon footprints.

SPECIFIC PROGRAM STRUCTURE RECOMMENDATIONS
Recommendations for the Next Highway and Public Transportation Authorization Bill

BUS & BUS FACILITIES PROGRAM

1) **New Bus Program Proposal - Modify the current Bus and Bus Facilities Program to create two categories of funding. Fifty percent of the funds will be distributed under a new "Bus Formula Program." The remaining fifty percent will continue to be distributed as a discretionary program. Funds distributed under both categories will continue to be eligible for any of the purposes contained in the original Bus and Bus Facilities Program.**

   Under the proposed Bus Program:

   - 50% of funds would be used to create a new "Bus Formula Program" which would remain separate from current formula programs. Funds would be distributed proportionately under the urban and rural formula programs based on the bus formula factors of the urban formula (Section 5307) and the rural formula factors (Section 5311).
   - 50% of funds would be used for a discretionary "Bus Facilities" program which would distribute grants for bus and bus facilities projects eligible under the current Section 5309 program. Funds would be distributed through Congressional direction or under a competitive grants process administered by the Federal Transit Administration. Projects selected must be eligible for funding under the existing Bus and Bus Facilities program.
   - Funds would not be eligible for operations or preventative maintenance.
   - Time limit to obligate bus funds would be extended to 4 years, including the year in which the amount is made available or appropriated.

2) **Provide up to 100% federal share for funding the incremental cost of purchasing alternative fuel buses.** Based upon local considerations of a public transportation system, federal share for the incremental cost for the purchase of alternative fuel buses (including hybrid electric and alternatives fuels other than clean diesel) could be funded with 100% federal share (no local match required for the incremental costs).

CLEAN FUELS AGING BUS REPLACEMENT PROGRAM

Create a new program that would direct funds to transit agencies to replace aging buses in their fleets with new, clean fuel vehicles. This program would address two top priorities for transit agencies. It would provide needed funds to help transit agencies to replace vehicles in their fleets that have exceeded the Federal Transit Administration's (FTA) standard for replacement, and accelerate the replacement of existing diesel vehicles with new, fuel efficient vehicles.

<u>Under the proposed Clean Fuels Aging Bus Replacement Program:</u>

- This new program should replace the existing "Clean Fuel Bus Program" (49 U.S.C. §5308).
- $100,000,000 should be provided in the first year of program, and then grow annually at a proportion equal to the growth of federal transit program overall.
- Funds provided would be in addition to those made available for the Bus and Bus Facilities program. The program should be funded from amounts that would have otherwise been

made available under the Clean Fuel Bus program and new funds made available under the federal transit program overall.

- Federal share for the incremental cost of purchasing clean fuel vehicles under this program should be 100%. No local match is required for the incremental cost of purchasing a clean fuel vehicle.
- Funds should be apportioned by formula to designated recipients in urbanized areas over 200,000 and to states for distribution to grant recipients in urbanized areas less than 200,000 and rural areas.
- Funds should be apportioned to designated recipients and states under a formula that is based on the relative share of the total cost to replace vehicles within the urbanized area or state that exceed 125% of the FTA standard for replacement. Funds should not be made available to transit agencies that do not have vehicles that exceed 125% of the FTA standard for replacement.
- Grant recipients would be required to purchase clean fuel vehicles, which include vehicles powered by:
    - Compressed natural gas;
    - Liquefied natural gas;
    - Biodiesel fuels;
    - Batteries;
    - Alcohol based fuels;
    - Hybrid electric; and
    - Fuel cells

FIXED GUIDEWAY MODERNIZATION PROGRAM

1) **Fixed Guideway Modernization Program**

Assumptions

- Program funding will double (overall and in each category)
- Program elements should be simple.
- Program should be needs based
- Use current National Transit Database statistics
- Maintain and guarantee a 40/40/20 split between Fixed Guideway/New Starts/Bus
- New elements should be based on rational justifiable factors

New Formula Proposal

- Replace seven current tiers with a simpler two-tier fixed guideway modernization formula distribution that at a minimum holds all current recipients harmless.
- The existing apportionment tiers would be used to determine the base amount for a new Tier 1. All areas that receive funding in FY 2009 would be part of this tier. Under Tier 1, the FY 2009 Section 5309 apportionments would be increased by 50 percent of the overall growth in the program. This calculation would be repeated annually.
- The remaining 50 percent of annual growth of the program will be distributed under Tier 2 using the Section 5307 rail tier formula (including the incentive tier) for all fixed guideway properties/line segments that meet a seven year minimum age requirement.

2) **Fixed guideway funds must be provided equitably to all projects.** There should not be a population threshold for fixed guideway modernization funds.

NEW STARTS and SMALL STARTS PROGRAM

The New Starts Program (Section 5309) is a critical component in ensuring continued investment in public transportation essential to enhancing our nation's mobility, accessibility and economic prosperity while promoting energy conservation and environmental quality. Congress should continue this discretionary program based on eligibility requirements, evaluation criteria and oversight requirements established in statute, administered by FTA, and funded through congressional appropriations. Eligibility of Bus Rapid Transit projects for New Starts/Small Starts funding should be retained.

Recommendations:

1) **Create a simplified and streamlined rating process for all Small Starts** that promotes expedited project delivery, with FTA oversight proportional to the federal contribution. In addition, the $75 million and $250 million thresholds established for Small Starts in SAFETEA-LU should be escalated annually over the life of the bill.

2) **Re-establish an exempt project category as part of the New Starts/Small Starts program** for projects that require a modest amount of Section 5309 funding. The $25 million threshold established in previous surface transportation authorization bills should be increased to reflect inflation since the threshold was established and it should be escalated annually over the life of the bill to reflect future inflation.

3) **Streamline and simplify the New Starts review and approval process to expedite project delivery**:

   - Replace the current Section 5309(d)(5)(A) requirement that FTA approve the advancement of a New Starts project into Preliminary Engineering with a requirement that FTA approve a project into the New Starts Program. Approval to enter the New Starts Program would convey FTA's intent to recommend a project for funding, provided the project continues to meet certain broad criteria and satisfies NEPA and other project development conditions.
   - Eliminate the Section 5309(d)(5)(a) requirement that FTA approve advancement of a New Starts project into Final Design.
   - Advance the concept of Project Development Agreements (PDA) as a management tool to minimize uncertainties and reduce risks, with flexibility built in to make changes to the agreement as the project evolves. The PDA should include schedules and roles for both FTA and the grantee and should define the criteria and conditions a project must meet to streamline and expedite overall project delivery and could be the basis for an Early System Work Agreement once the National Environmental Policy Act (NEPA) process is completed with a Record of Decision (ROD) or Finding of No Significant Impact (FONSI).

- Expedite New Starts project delivery by expanding pre-award authority at the time of the NEPA finding beyond just property acquisition to include preliminary engineering, final design, and any early construction activities that are advanced with local funds.
- Expand the opportunity for advance property acquisition by developing a class of acquisition for willing sellers or friendly condemnation at fair market value. Provided no alterations are made to the property prior to completion of NEPA, this change in property ownership will not prejudice the NEPA process.

4) **Reinforce the full range of factors that Congress has set forth in the statute for the New Starts Rating Process.**

   - Clarify that in addition to considering cost effectiveness, FTA must consider both transit supportive land use and economic development in a way that simplifies and does not make the New Starts rating process more complicated.
   - Recognize environmental benefits of a project, including reductions in greenhouse gases and increased energy efficiency.
   - Base the cost effectiveness index on the Federal Section 5309 share and the mandatory 20 percent local match that go to the project costs, excluding funding from other sources including private investment.
   - Allow local project sponsors increased flexibility to define the New Starts Baseline in a manner that is more reflective of and responsive to local conditions and priorities.

5) **Re-establish the Program of Interrelated Projects provision of ISTEA.**

   - Allow the individual projects in a program of interrelated fixed guideway projects to move forward simultaneously, in order to capture the inflation and overhead savings that can result.
   - Allow some projects within the program of interrelated projects to be funded entirely with local funds, and other projects in such a program to be funded with a share of federal New Starts funds.
   - Allow a higher New Starts share for individual projects using some federal funds, without prejudice to a project's financial rating, where the federal New Starts share for the entire program of interrelated projects is 20% or less.
   - Require Federal procedures only for those projects/elements utilizing Federal dollars.

FORMULA PROGRAMS

1) **Public transportation systems in urbanized areas of more than 200,000 population which operate less than 100 buses in peak operation should be authorized to use FTA Section 5307 formula funds for operating purposes.**

2) **Grow Small Transit Intensive Cities Program at Incremental Rate.** Continue and expand the Small Transit Intensive Cities Program (STIC) (Section 5336) which provides supplemental formula funds to smaller public transportation systems on the basis of performance in six qualifying performance areas and provide that the value of qualifying in each of the six areas shall be increased by the same percentage as the increase in the overall formula program each year of the authorization.

3) **Modify the current Job Access and Reverse Commute (JARC), New Freedom, and Elderly and Disabled Formula Programs.** Create a new program, the **Coordinated Mobility Initiative,** with the objective of developing a sustainable intermodal program that addresses growing and evolving mobility needs. It is intended to bring together an array of non-traditional connections to public transportation in order to form a broader system that integrates the family of services but recognizes public transportation works within and between communities.

   The Coordinated Mobility Initiative would encompass the funding and constituent focus of FTA's current Elderly and Disabled program (Section 5310), Job Access and Reverse Commute program (Section 5316), and the New Freedom Initiative (Section 5317). Use of these funds must conform to an enhanced and expanded locally developed coordination plan. This planning process should be consistent with the regional planning requirements contained within SAFETEA-LU.

   Funding for these programs shall be consistent with the growth called for in APTA's overall proposal. Programs should be allowed to be more flexible to meet local needs, rather than adhere to rigid categorical allocations. Make clear that recipients under the new program can use funds for "capital cost of contracting." Incentives for use of non-DOT federal funds for program activities and implementation of local coordinated plans should be maintained.

   The new program should:

   - Include new funding for the section 5310(a)(1) program for public agencies as well as ongoing and increased funding for the section 5310(a)(2) program to cover the full array of mobility needs for the elderly and persons with disabilities.
   - Provide incentives for the planning and development of regional transportation services which connect multiple jurisdictions. Funding should be equitable across urban and non-urban areas.
   - Change reporting requirements to allow local agencies to report all FTA funds received under this program in a single, consistent reporting format.
   - Use models of best practices to link public health and transportation planning in the new federal program, such as the existing State of Washington and Wasatch Regional Council processes which combine fund sources to meet the human service transportation needs of their diverse populations.

   Coordinated Mobility Initiative Program Features

   - The new program shall combine funds available under the Elderly and Disabled Program, Job Access and Reverse Commute Program (JARC) and New Freedom Initiative (NFI) into one program. This would eliminate the three distinct programs and create one "Coordinated Mobility Initiative" formula program.
   - Funding levels shall be consistent with combined amounts made available under the JARC , NFI and Elderly and Disabled programs under SAFETEA-LU, and grow at a rate consistent with the growth of the federal transit program overall.

- Funds will be distributed to designated recipients consistent with the JARC and NFI model contained in SAFETEA-LU— 60% distributed directly to designated recipients in large urbanized areas, and the remaining 40% distributed to the states, with half (20% total) reserved for small urbanized areas (population 50,000 to 200,000) and half (20% total) reserved for rural areas.
- The formula for determining amounts to be distributed to designated recipients shall take the following factors into consideration: population of elderly people, population of disabled people, and Temporary Assistance for Needy Families (TANF) eligible population.
- Eligible uses of the funds will include all of the activities eligible under the current Elderly & Disabled, JARC and NFI programs, including the amended eligible use of NFI funds recommended below.
- Designated recipients shall have the flexibility to distribute funds to public and private non-profit program operators to carry out any of the eligible activities described above, in a manner that best meets local needs.
- Designated recipients will be responsible for distributing funds to public or private non-profit organizations through a competitive grant process. Eligible projects must continue to be selected from the locally developed coordinated human services transportation plan.
- The maximum federal share for activities under this program shall be 80% for capital expenses and 50% for operating expenses.

4) **New Freedom Eligibility**. The new Coordinated Mobility initiative which addresses goals of the existing New Freedom program should permit funding for projects and programs that are new <u>or</u> which serve people with disabilities and address needs beyond the requirements of current ADA regulations.

5) **Workforce Development – Continue current training and create new training programs and initiatives to support public transportation/labor management workforce development in both the public and private sectors.** Provide funding sufficient to support on-going and new programs. Increase funding for workforce development programs consistent with overall growth of the federal public transportation program.

- Continue and expand existing programs.
- Make training a permissible use of federal urbanized area 5307 formula funds and federal rural area 5311 formula funds at levels determined by individual public transportation systems. Funds would be eligible to develop and deliver training and development programs or to attend off-site training programs, including related travel expenses.
- Continue and expand programs for organizations such as the Transportation Learning Center, the National Training Institute (NTI) at Rutgers University, and continue to promote and develop public transportation agency/community college/college and university consortium partnership models.
- Provide $15 million in new funding for industry-led, directed, and managed nationwide comprehensive studies, assessments, outreach, partnerships, and development initiatives to identity critical skill gaps, development of new training resources, tools,

forums, partnerships, and programs which address the needs of the current and next generation workforce at all levels.

- Provide $10 million in year one and to grow annually at the same rate as the overall public transportation program to support funding to create labor/management regional training consortium partnerships that provide advanced public transportation specific skills training for operators and maintainers.

6) **Program to leverage state and local investment** – Develop an incentive program to encourage states and local regions to create and expand dedicated funding sources for public transportation that can be used for either capital or operating expenses.

7**) Eliminate High Density/Growing States Formula --** Eliminate the distribution of formula funds using the Section 5340 formula program and distribute those funds instead under the urbanized area formula program (Section 5307) and formula program for other than urbanized areas (Section 5311). Funds would be appropriated between the two formula programs based on the relative percentage of their combined total under Section 5338 in the authorizing law for FY 2009.

SPECIFIC POLICY RECOMMENDATIONS
Recommendations for the Next Highway and Public Transportation Authorization Bill

COORDINATION AND INTERMODALISM

- Extend coordination requirements for federally-funded agency transportation programs to require the development of consistent administrative policies and procedures for highway and public transportation projects.
- Provide incentives for the planning and development of regional transportation services which connect multiple jurisdictions.
- Incentivize the implementation of the concept of mobility management to plan and deliver a diversified package of services addressing multiple diverse mobility needs.
- Federal authorizing laws for human services transportation, including non-emergency medical transportation, should be amended to require coordination among and cost sharing for service delivery with public transportation providers. Such language should be included in transportation, health and human services, and Medicare-Medicaid authorization law.

ENERGY/ENVIRONMENT/CLIMATE CHANGE

- Develop and implement incentives that will facilitate the adoption of new clean fuel technologies, and enhancements to existing technologies that are readily available to improve fuel economy and emissions performance of public transportation equipment, enabling public transportation to continue to reduce its carbon footprint.
- Provide incentives for Americans to take full advantage of the range of mobility products offered by the public transportation industry to assist individuals to take less-polluting travel alternatives in order to reduce their own carbon footprint.

FLEXIBLE FUNDING PROGRAMS

- Preserve and enhance the transferability provisions between Title 23 and 49, including Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Program (STP), and other programs at the same rate of growth as the overall FHWA program
- Specify that significant capital improvements to public transportation facilities, including improvements to intermodal connections, in non-attainment areas are eligible for CMAQ funding. Particularly in areas with high public transportation mode share, these investments help ensure that VMT does not increase in the long term and help retain the existing public transportation mode share.
- Eliminate current three year limit on use of funds for operating costs for CMAQ programs.

PLANNING

1) **Strengthen the public transportation role in regional decision making.** Planning at the regional level is crucial for public transportation agency plans and programs. Regional planning establishes the demographic and land use projections, the social equity objectives, the economic development objectives and the environmental stewardship objectives for the

region into which the public transportation development program must fit. It also provides for the development of improved planning tools and forecasting models that can support public transportation agency planners. Public transportation agency involvement in all of those regional planning efforts ensures the region does not lose sight of public transportation needs and considerations.

- The new authorization should include language stipulating that the FTA/FHWA regulations on Statewide and Metropolitan Transportation Planning require fair and equitable voting representation of the region's public transportation operating agency or agencies on the policy board and technical committees of the Metropolitan Planning Organizations (or other regional transportation planning bodies), regardless of whether the body is newly-formed or existing, no matter the size of the urban region.
- The new authorization should encourage regional transportation investment choices be multimodal in nature, including:
    - Provision for multimodal corridor planning that looks at public transportation, highway and combination options, and avoids competing facilities occurring simply because they draw upon different funding programs or resources, which are governed by different regulations.
    - Public transportation megaprojects should be eligible under the FHWA high priority projects program in order for it to be administered and operated as a fully functioning, multi-modal program.
    - Expands the use of flexible funding in making regional transportation investments for all modes.
- The new authorization should allow the planning and decision-making framework to streamline and shorten planning and project development time for projects that have been identified and approved under the statewide and metropolitan planning process.
    - **Fiscal Constraint.** Fiscal constraint should be achieved as expeditiously as possible. The TIP is a program management tool used by the MPO to demonstrate funds exist for a set of projects. A formal TIP amendment should not be required every time there is a change in cost, schedule, fund source, or when an actual appropriation differs from the projected appropriations. These adjustments are required on a regular basis, particularly in large multi-jurisdictional MPOs.
        - A demonstration of fiscal constraint should be based on all available fund sources, not just federal funds.
        - A change in fund source for a project already on the TIP should not trigger a formal amendment, provided fiscal constraint is maintained. An administrative modification should be sufficient.
    - **Categorical Exclusions.** Direct the Secretary of Transportation to expand the use of categorical exclusions for public transportation projects to the greatest extent allowed by law. This will help expedite project delivery.
        - For example, extend the same flexibility in administering categorical exclusions that has been afforded to state Departments of Transportation to regional transit providers.
        - For example, adding transit station rehabilitations to the list of findings under 23 CFR 771.113(c) would align this type of transit project with the

        analogous highway projects included under (c) 12, "improvements to existing rest areas and truck weigh stations."
        - In general, as noted in 771.113 (e), "where a pattern emerges of granting Categorical Exclusion (CE) status for a particular type of action, this type of action should be added to the list of categorical exclusions in paragraph (c) or (d) of this section, as appropriate."
    - **Clean Air Act Exemptions.** Add public transportation projects that enhance capacity, convenience and/or reliability to the exempt project list for Clean Air Act purposes. In markets with high public transportation mode share, these types of improvements will help ensure that riders continue to use public transportation:
        - Fleet Procurement
        - Rail System Improvements, such as:
            - Increased line throughput (e.g., train control, signalization)
            - Improved operational flexibility (e.g., crossovers)
            - Increased passenger throughput capacity (e.g., fare collection, circulation improvements)
        - Station Improvements
        - Access to station (e.g., additional parking, shuttle buses and shuttle ferries)
    - **Public Transportation Expansion.** In the event of a conformity lapse, projects that expand public transportation capacity in order to meet current demand should be allowed to proceed.
- The new authorization should reaffirm and continue the existing requirements established under ISTEA and SAFETEA-LU for public outreach and public involvement in the metropolitan transportation decision-making process.

2) **Include public transportation in congestion pricing plans.** The next authorization of the surface transportation programs should unleash the potential for congestion pricing, while protecting public transportation's interests. The legislation should establish a coherent policy framework through which pricing proposals and associated public transportation may be considered and developed. Even with congestion pricing as a potential new source of revenue, there will remain a need for a robust Federal programs supporting investments in public transportation. To ensure that area-wide congestion pricing does not become a new unfunded mandate for public transportation, the policy framework established in new authorizing legislation should:

    - Remove constraints to congestion pricing, moving from the current construct of pilot projects to a more blanket approach to pricing as a means to manage auto use, promote public transportation ridership and mode shifts away from single occupant vehicles, and generate revenue;
    - Require that congestion pricing proposals be developed jointly with public transportation agencies;
    - Require that congestion pricing proposals examine the impact on public transportation ridership and the cost of accommodating this ridership on public transportation;
    - Require that congestion pricing proposals include an expenditure plan that shows how any increased costs to public transportation will be met;

- Permit the revenues generated by congestion pricing to be made available for increased public transportation capital and operating costs within the same general corridor or service area;
- Make the capital cost and initial start up operating costs of congestion pricing projects eligible for Federal funds;
- Require that additional federal funds (not formula) be made available to allow public transportation agencies to ramp up service in preparation for the ridership increase before pricing revenues start to flow;
- Given the likelihood that multiple agencies will be involved in carrying out a congestion pricing program, provide flexibility in the eligible uses for public transportation recipients of any Federal funds provided;
- Offer a streamlined environmental process for congestion pricing projects that have a substantial public transportation component;
- Exempt congestion pricing projects from the conformity requirements of the Clean Air Act if they have a substantial public transportation component; and
- Promote a comprehensive post-implementation evaluation of pricing projects – including an assessment of effectiveness in managing auto use, promoting public transportation ridership and mode shifts away from single occupant vehicles, and generating revenue – and identifying any necessary remedial actions, including those to address impacts on low income and disadvantaged groups.
- Recognize that implementation of congestion pricing should not result in future reduction of federal aid.

3) **Access and land use.** Federal policy should encourage and support pedestrian and bicycle access to public transportation, public transportation supportive urban design, and the complete streets concept to improve community livability, environmental quality and economic health. Coordinated Mobility in its broadest context focuses on the entire trip and the interaction of transportation modes with community design to create a truly seamless and integrated transportation experience both on and off vehicles.

REGULATORY

- The transparency provision in 49 U.S.C. 5334(l) regarding “binding obligations” should be clarified to ensure that it applies to <u>any</u> pronouncement from anywhere in DOT (including OST and modal administrations such as FHWA), not just FTA.
- The transparency provision in 49 U.S.C. 5334(I) should be expanded to require the creation of a structured and ongoing advisory group to review and provide input and guidance to DOT (including OST and modal administrations such as FHWA and FTA) prior to the publishing or release of any NPRM or guidance on any items relating to ADA issues, service, design, or interpretation. The advisory group should be made up of representatives from the FTA, the public transportation providers, and the disability community.
- Any regulatory proposals by non-DOT federal agencies that affect Non-Emergency Medical Transportation or any other human service transportation programs should be brought to the inter-agency Coordinating Council on Accessibility and Mobility (CCAM) for discussion about their coordination impacts <u>before</u> such proposals are submitted to OMB for review or released to the public for comment.

- The Department of Health and Human Service, Veterans Administration, and other federal agencies that provide wheelchairs and other mobility devices (or funding for such) to/for clients should be encouraged to include “informed consent” in their criteria for determining the “most appropriate device,” and a concept akin to a human services version of life-cycle costing (e.g., taking into account the financial and quality of life impacts, rather than merely looking at only the initial cost of procurement) in determining “low cost” for purchasing and prescribing such devices.

RESEARCH & DEVELOPMENT

- Increase investment in research and development programs that will enhance service delivery, promote “best practices” through technical standards, and increase the operational efficiency of transportation systems.
- Increase investment in research and development for new technologies such as clean fuels, ITS enhancements, interoperable wireless communication, etc.
- Continue to support University Transit Centers, Project Action, NTI, TCRP, and FTA’s national research program. These programs provide support to the public transportation industry; percentage needs to grow at the same rate as the overall program.
- Encourage federal Department of Transportation, Department of Energy, and Environmental Protection Agency to work with each other and with public transportation systems and businesses to develop and implement a new federal research and technology program to enable America’s public transportation systems to become world leaders in innovation and sustainability, particularly with respect to strategies that rationalize commercialization and deployment of new technologies.

PUBLIC – PRIVATE PARTNERSHIPS

Public Private Partnerships should be used to supplement – not substitute – funding provided through the federal highway and public transportation authorization legislation.

1) **Provide Incentives for using Public-Private Partnerships in the Project Development Process.**
   - Incentivize projects that conduct feasibility analysis regarding alternative operations methods, including contracting, franchising, etc. in the project development process (alternatives analysis / preliminary engineering.) This could include consideration in determining local match, or in evaluating projects overall.
   - Encourage use of private sector operations and maintenance (O&M) strategies as well as other public-private partnership models in the project development process. This must be optional, not prescriptive.

2) **Clarify and Expand Public-Private Partnership Programs.** Clarify the purpose and strengthen the Public-Private Partnership Pilot Program (Penta-P) beyond its current application, possibly to become a supplemental option for finance and project delivery.

3) **Identify Innovative Operations & Maintenance (O&M) Service Delivery Models.** Congress should authorize and fund a study of the possible wider application of international and

North American private sector finance, project delivery and O&M approaches in the U.S. public transportation market.

4) **Improve Project Delivery Procedures.** Establish a process at FTA to consider public-private solutions to enhanced project delivery, which could include FHWA's SEP-15 program in FTA.

5) **Streamline Procurement and Contracting Guidelines.** Propose specific ways to expedite public projects, which could include importing FHWA contracting concepts into FTA.

TAX CODE CHANGES

1) **Tax credit for alternative fuel consumption.** The current 50 cent per gasoline gallon equivalent (gge) tax credit for compressed natural gas (CNG) should be made permanent. New law should make clear that all vehicles used by public transportation systems, including staff and other agency vehicles are eligible for the tax credit.

2) **Equalize the federal tax benefits for public transportation and parking.** Increase the federal employee commute benefit for public transportation to the same level provided for parking. Amend federal tax law to increase the public transportation commute benefit from the $115 per month level to the $220 per month level authorized for parking.

3) **Amend the federal tax code to provide a tax credit for employers who pay for the cost of public transportation passes, up to the authorized monthly limit, for employees.**

4) **Make clear that public transportation paratransit operations and public transportation operators that use vans are eligible for the same exemptions from federal excise taxes on motor fuels that are provided to public transportation operators of fixed route public transportation buses.**

FUEL PRIORITY FOR TRANSIT SYSTEMS

Fuel priority. Provide statutory language to ensure that public transportation systems receive priority access to fuel when fuel resources are scarce.

POPULATION DATA FOR FORMULA PROGRAMS

Population data between decennial census. Congress should study ways to ensure that population data used in the apportionment of transit formula funds reflects most recent population shifts in areas.

Program	FY 2009 (Thousands)	FY 2010 (Thousands)	FY 2011 (Thousands)	FY 2012 (Thousands)	FY 2013 (Thousands)	FY 2014 (Thousands)	FY 2015 (Thousands)	Six Years 2010-2015 (Thousands)
Total All Programs	10,338,065	12,405,679	14,886,814	17,864,176	21,437,013	25,724,412	30,869,296	123,187,390
Formula Programs Total	8,360,565	10,075,092	12,086,723	14,504,069	17,404,884	20,885,858	25,063,032	100,019,658
§ 5307 Urbanized Area	4,160,365	5,466,210	6,567,393	7,880,872	9,457,047	11,348,455	13,618,147	54,338,124
§ 5340 Growing States and High Density States	465,000	---	---	---	---	---	---	---
§ 5311 Rural Area	465,000	610,953	734,031	880,838	1,057,005	1,268,406	1,522,087	6,073,320
§ 5310 Elderly and Disabled	133,500	---	---	---	---	---	---	---
§ 5316 Job Access and Reverse Commute	164,500	---	---	---	---	---	---	---
§ 5317 New Freedom	92,500	---	---	---	---	---	---	---
Coordinated Mobility Initiative	---	466,201	560,118	672,142	806,570	967,884	1,161,461	4,634,376
§ 3038 Over-the Road Bus	8,800	10,506	12,622	15,147	18,176	21,811	26,174	104,436
§ 5309(m)(2)(B) Fixed-Guideway Modernization	1,666,500	2,129,720	2,558,758	3,070,509	3,684,611	4,421,533	5,305,840	21,170,971
§ 5309(m)(2)(I) Bus Formula	984,000	532,430	639,689	767,627	921,153	1,105,383	1,326,460	5,292,742
§ 5309(m)(2)(II) Bus Facilities	---	532,430	639,689	767,627	921,153	1,105,383	1,326,460	5,292,742
§ 5308 Clean Fuels Formula	51,500	---	---	---	---	---	---	---
Clean Fuels Aging Bus Replacement Program	---	100,000	120,145	144,174	173,009	207,611	249,133	994,072
§ 5305 Planning	113,500	135,503	162,800	195,360	234,432	281,318	337,582	1,346,995
§ 5320 Alternative Transportation in Parks	26,900	32,115	38,584	46,301	55,561	66,674	80,008	319,243
Workforce Development Research	---	15,000	---	---	---	---	---	15,000
Workforce Development Training	---	10,000	12,015	14,417	17,301	20,761	24,913	99,407
§ 5335 Reports and Audits	3,500	4,178	5,020	6,024	7,229	8,675	10,410	41,536
§ 5339 Alternatives Analysis	25,000	29,846	35,859	43,031	51,637	61,964	74,357	296,694
§ 5309(m)(2)(A) New Starts	1,809,250	2,129,720	2,558,758	3,070,509	3,684,611	4,421,533	5,305,840	21,170,971
Research Total	69,750	83,272	100,048	120,056	144,068	172,881	207,456	827,781
§ 5313(a) TCRP	10,000	11,939	14,344	17,212	20,655	24,786	29,743	118,679
§ 5315 National Transit Inst.	4,300	5,134	6,168	7,401	8,882	10,658	12,789	51,032
§ 5314 National Research	48,450	57,842	69,495	83,394	100,073	120,087	144,104	574,995
§ 5506 University Centers	7,000	8,357	10,041	12,049	14,458	17,350	20,820	83,075
FTA Operations	98,500	117,595	141,285	169,542	203,450	244,140	292,968	1,168,980

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