



LEGISLATIVE UPDATE

Presented Feb. 24, 2016



**VAN SCOYOC
ASSOCIATES**



PSTA Legislative Committee Summary of the “FAST Act”



Overview

- Signed into law on Friday, December 4, 2015
- Strong bipartisan vote
- First long-term bill since 2005 – SAFETEA-LU
- \$305 billion policy and funding authorization bill for FY 2016 – 2020
- Federal gas tax revenues and \$70 billion General Fund transfers
- Authorizes funding for transit, highways, passenger rail, auto safety, and research programs
- TIGER grant program not affected





PSTA Legislative Committee Key Provisions for PSTA



Transit Programs

- \$61.1 billion authorized over 5 years for transit
 - 10.2 percent increase in 2016 and 17.7 percent by FY 2020
- Formula Programs will increase with inflation
- Small Starts program continued, with programs under \$300 million eligible



Bus and Bus Facilities Grant Program

- Major new initiative for transit is reinstating competitive grant program eliminated in MAP-21.
- Grant program is set at \$213 million in FY 2016 increasing to \$289 million in FY 2020. \$1.245 billion over five years
- Continues \$55 million annual grant program for Low and No Emission buses and charging facilities. \$275 million over five years



PSTA Legislative Committee FY 2016 Omnibus Appropriations



Department of Transportation

- TIGER Grant program is provided \$500 million
- Federal Transit Administration
 - Provides the full FAST Act authorized amount of \$11.8 billion for FTA, an increase of \$870 million over the FY 2015 levels
 - \$9.35 billion is provided for all formula grant programs
 - \$2.18 billion for Capital Investment Grants, \$57 million above FY 2015 levels
 - Provides \$353 million for Small Starts – Full Funding

Tax Extenders

- Parking and Transit benefits are now equal at \$255/month
 - These benefits are excluded from payroll taxes and from gross income.
 - They are permanent and will be indexed to inflation.

2017 TRANSIT *Transportation Budget Summary*

The President has requested \$19.9 billion for the FTA, an increase of \$7.7 billion over the enacted FAST Act levels. Most of the increase would come from the 21st Century Clean Transportation Plan, which would be funded by a \$10/barrel tax on oil.





Proposed 2017 FTA Budget



Notable FTA Requests:



- **Competitive grant programs funded at current year levels:**
 - \$213 million for Bus and Bus Facilities grant program
 - \$55 million for Low and No Emission Vehicle Deployment grant program
- **The budget proposes \$599 million for 10 new Small Starts projects, and increase over the \$353 million available in the current year.**
- **\$525 million for a new Bus Rapid Transit discretionary grant program.**



Proposed 2017 FTA Budget



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Additional Budget Highlights:

- \$9.7 billion for transit formula grants, this is equal to the FAST Act funding level and an increase of \$386 million from FY 2016 levels.
- \$5.9 billion to provide supplementary transit formula grants through the 21st Century Clean Transportation Plan.
- \$3.5 billion for Capital Investment Grants, which includes New Starts, Small Starts, and Core Capacity projects. This is an increase of \$1.2 billion over the FAST Act levels and \$1.32 billion more than FY 2016 enacted levels.
- \$500 million for FTA a new Fixing and Accelerating Surface Transportation competitive grant program intended to encourage innovative solutions to transportation issues.

Congress of the United States
Washington, DC 20515

July 31, 2015

The Honorable Bill Shuster
Chairman
House Committee on Transportation and Infrastructure
2251 Rayburn House Office Building
Washington, D.C. 20515

Dear Mr. Chairman,

As you continue to work on legislation to reauthorize our nation's highway and transit programs, we urge you to consider the important role that bus transit plays in the lives of millions of Americans. Bus transit systems provide a safe, affordable transportation option for communities throughout the country, particularly in rural and mid-sized urban communities like ours with few other transportation options. The two major public transportation agencies in the Tampa Bay region, the Pinellas Suncoast Transit Authority (PSTA) and the Hillsborough Area Regional Transit Authority (HART) which operate in our districts, provide a combined 28 million passenger trips annually at over 10,000 bus stops, including express services connecting Tampa, St. Petersburg, and our many tourist destinations along the Gulf Beaches. PSTA and HART also provide a number of special service programs that give senior citizens and students the freedom to get around our great communities.

Bus transit systems are facing a significant funding shortfall. Under MAP-21, Congress reduced funding for the Federal Transit Administration's (FTA) Bus and Bus Facilities program by more than 57 percent, while eliminating all grants awarded through a competitive selection process. The current Bus and Bus Facilities formula program, which is authorized at \$422 million, compared to \$984 million three years before under SAFETEA-LU, has limited capital investments by bus transit agencies throughout the country, including PSTA and HART. MAP-21 increased funding for highway, rail, and rural transportation modes while eliminating critical bus funding for hundreds of urban regions like Tampa Bay. It is our hope that a balanced approach to transportation funding be considered for the next authorization bill.

We have been advised that over the next six years, PSTA and HART will need to replace more than 250 of their combined 406 buses. That will only be possible if the Congress restores the Bus and Bus Facilities discretionary grant program to its pre-MAP-21 levels. Doing so will enable our agencies to compete for federal funds needed to modernize their fleets and provide the high quality service sought by our constituents.

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Congress of the United States Letter of Support, 7/31/15

The five members of the Tampa Bay area Congressional Delegation, under the leadership of Congressman David Jolly, signed a letter jointly drafted by **PSTA** and **HART** to the Chairman of the House Transportation Committee urging the House to restore funding for the competitive bus and bus facilities grant program.





Legislative Year Ahead



PSTA 2016 Federal Legislative Agenda

- Support funding for Small Starts Projects under the Federal Transit Administration (FTA) Capital Investment Grant program.
- Support funding for the federal TIGER grant program.
- Submit for FTA competitive grants (Bus/Bus Facility and LoNo)
- Monitor Implementation of the FAST Act.





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