

Public Transit Policy and Funding Update

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About CTAA

- Rural Transit
- Small City Transit
- Tribal Transit
- Specialized Operations/Paratransit
- Non-Emergency Medical Transportation

- Training/Certification
- Advocacy
- Resources/Technical Assistance



The Past 18 Months

- The COVID-19 Pandemic's Unprecedented Impact
- Congress Approves \$70b in Emergency Appropriations
- Congress and the Administration Take Up FAST Act Reauthorization
- The Administration Prioritizes Infrastructure Investment
- More Potential Change: The 2020 Census
- Ongoing Transit Appropriations
- NEMT Codified Into Medicaid Statutes



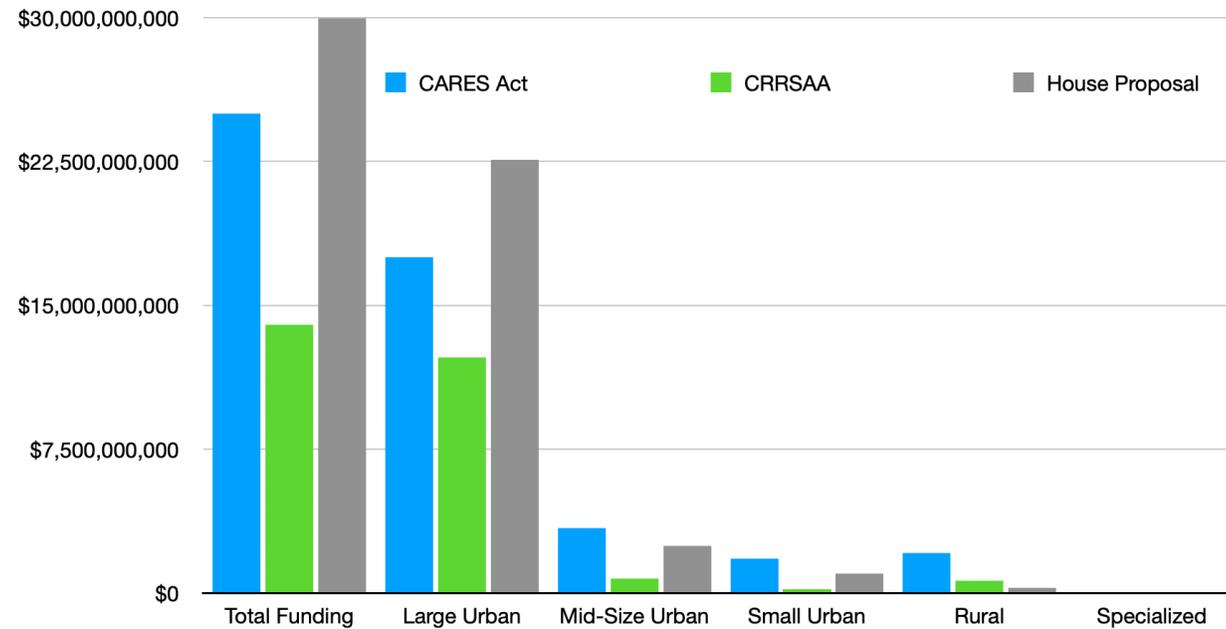
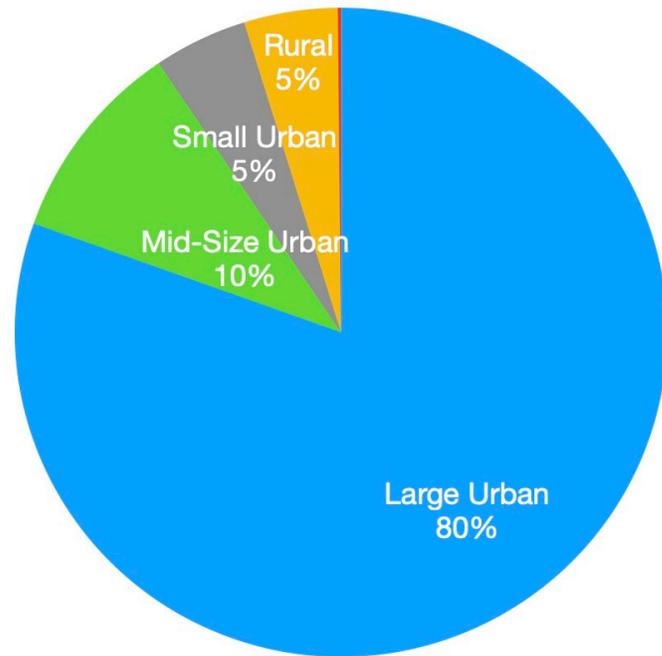
COVID-19 Impact: The Emerging New Normal

- Changing commute and ridership patterns
- Better understanding of essential
- Fare-less operations?
- New, important partnerships
- Incidental use = new services
- Service redesigns



COVID Stimulus Funds

- CARES Act, CRRSAA and the American Rescue Plan



COVID-19 Stimulus Funding Impact

- Spend it Quickly?
- Compliance Concerns
- Unintended Consequence on Local/State Funds
- Buyer's Remorse and FAST Act Reauthorization



A Winding Path to Reauthorization

- INVEST Acts (2020 and 2021)
- Senate Partisanship
- Infrastructure Opens Opportunity
- Result: the Infrastructure Investment and Jobs Act
- Importance of Sept. 27 House Vote



Why CTAA Supports IIJA

- 40% Increases in Key Formula Programs
- 25% of Section 5339c for Low-Emission Buses
- STIC to 3%
- Vehicle Resale Concern Addressed
- **Timing**



Vital Transit Operational Issues

- Driver Shortages
- Vaccine Policy Challenges
- Bus shortages/Chip Crisis



Thank you.... Any questions?

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