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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