

Federal Support for Public Transit

On December 4, 2015, President Barack Obama signed into law the Fixing America's Surface Transportation (FAST) Act. This long-awaited successor to the Moving Ahead for Progress in the 21st Century Act (MAP-21) authorizes surface transportation programs at \$305 billion over 5 years, and increases annual spending authority for transit programs to \$10.15 billion in FY 2020, an increase of 18% over the life of the bill. As a result, California will receive \$1.32 billion in 2016, growing to just over \$1.43 billion in 2020.

The Association remains actively engaged in efforts to advance its priorities in the following areas:

Transportation Appropriations

Every year, Congress is supposed to adopt 12 separate appropriations bills, including one for transportation. These measures provide the legal authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer. The Association will continue to support a minimum appropriation level for federal surface transportation programs equal to the authorized spending levels in the FAST Act, and advocate for the highest possible levels of funding for individuals programs within the highway and transit titles of the FAST Act.

Buy America

The FAST Act increases the Buy America content requirement for transit rolling stock from the current level of 60% to 65% in 2018 and 70% by 2020. The FAST Act also requires the Secretary of Transportation, upon denial of a Buy America waiver, to provide a list of known manufacturers in the United States. The Association will work to streamline Buy America and find a workable solution to the issue of utility relocation.

New Starts/Small Starts

The FAST Act lowered the federal cost share for fixed guideway projects from 80% to 60%. The Association will work to secure future federal cost share support for fixed guideway projects funded by the New Starts/Small Starts program.

Transit Operator Safety

The FAST Act includes language requiring the Secretary of Transportation to issue a Notice of Proposed Rulemaking regarding transit operator safety. The Association will work to ensure that rulemakings issued by the Secretary are consistent with the intent of Congress to advance the safety of transit operators, while recognizing the unique operational, environmental and fiscal challenges faced by transit agencies.

Public Employees' Pension Reform Act of 2013

Following the enactment of California's Pension Reform Act of 2013, the United States Department of Labor took administrative action to block the certification of California's transit grants due to concerns that provisions of the bill violate Section 13(c) of the Urban Mass Transportation Act of 1964. Despite a court order, the USDOL has continued to impede the certification of transit grants in California. The Association will continue to advocate for a thorough review by Congress of the relevance and local financial impacts of Section 13(c) of the Urban Mass Transportation Act of 1964.

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Connecting us.

THE CALIFORNIA TRANSIT ASSOCIATION: CHAMPIONS OF PUBLIC TRANSIT

Public transit improves communities, stimulates economies and helps protect our environment. At the California Transit Association, we believe that public transit is beyond discretionary, that it is essential. We are champions of public transit, and we believe that with better public transit comes a better quality of life for riders, non-riders, community stakeholders, and businesses.

The challenges facing transit are significant and growing. That's why the California Transit Association is dedicated to advocating for the creation of transit-friendly policy, to protect and increase transit funding, and to support a balanced transportation system.

In the last few years, the California Transit Association has made progress toward these goals, including by:

- Resolving the long-standing conflict between California's decades-old bus axle weight limit, and cross-cutting state and federal regulations, which threatened public transit service
- Securing new, and ongoing funding for transit capital projects and operations (approximately \$350 million a year) from California's Cap and Trade program
- Winning a lawsuit against the United States Department of Labor (USDOL), compelling USDOL to certify federal grants for California's transit agencies

The California Transit Association is a trade organization that represents nearly 200 organizations, including public transit agencies, commuter rail agencies, transit allies & support groups, engineering firms, and transit industry suppliers. Our membership includes some of the nation's largest transit agencies that operate in dense, urban environments, as well as dozens of medium-sized and small transit agencies that serve suburban and rural areas.



TRANSIT IN CALIFORNIA

California is home to some of the most valuable companies, top research universities, and busiest ports in the world; with an estimated GDP of \$2.3 trillion, California is by far the largest-state level economy in the United States. By 2050, California's population is expected to grow to 50 million, the equivalent of adding the population of Los Angeles County to the existing state, straining our existing transportation infrastructure.

As the transportation sector is already the single largest contributor of greenhouse gas emissions in California, and **5 of the 20 most congested cities in North America are in California**, increased support for California's public transit systems is crucial to the continued health and economic vitality of our state amidst a growing population.

California's public transit agencies are making a difference, and posting annual statistics that may surprise you:

- California systems carry more passengers than any other state except New York; in fact, about **1 out of every 7 transit trips in the United States takes place in California**
- California transit systems maintain and operate nearly 25,000 transit vehicles; **three of the 15 largest transit vehicle fleets in the country are operated by California transit agencies**
- California operates more rail transit systems than any other state
- **Six of the nation's 30 highest-ridership transit services** are operated by California transit agencies
- Last year, transit operators in California supplied about **1.44 billion unlinked passenger trips**

Robust public transit nationwide is also key to a strong, energy independent, national economy:

- Public transit generates \$4 in economic activity for every dollar spent in public transit investment
- Public transit saves travelers 865 million hours of added travel time each year
- Public transit saves U.S. consumers \$14.4 billion annually
- Public transit saves over 4.2 billion gallons of gasoline annually
- Public transit boosts real estate values by 42% on average

PUBLIC TRANSIT: THE RIGHT INVESTMENT FOR HEALTHIER, MORE LIVABLE COMMUNITIES

Through visionary legislative, administrative and regulatory action, California has become a global leader in combatting climate change and improving air quality. This fight is essential as **7 of the top 10 most polluted cities (based on Annual PM 2.5) in America are in California**. The following is a list of the laws and gubernatorial executive orders that the California Transit Association and its members are working to implement, to reduce greenhouse gas (GHG) emissions and improve air quality:

[AB 32 \(Núñez and Pavley\) California Global Warming Solutions Act of 2006](#)

Requires California to reduce GHG emissions to 1990 levels by 2020, and requires the California Air Resources Board to adopt rules and regulations intended to maintain these emission reductions into the future.

[SB 375 \(Steinberg\) Sustainable Communities Strategies](#)

Requires Metropolitan Planning Organizations to include Sustainable Communities Strategies in their regional transportation plans for the purpose of reducing greenhouse gas emissions; and, integrates and aligns planning for housing, land use and transportation.

[SB 350 \(de León\) Clean Energy and Pollution Reduction Act of 2015](#)

Establishes targets to increase retail sales of renewable electricity to 50% and double the energy efficiency of buildings by 2030.

