

FTA

FEDERAL TRANSIT ADMINISTRATION

GROW AMERICA Act

Surface Transportation Reauthorization: Public Transportation Priorities



U.S. Department of Transportation
Federal Transit Administration

Overview

- GROW AMERICA Act Priorities
- FTA's Reauthorization Priorities
- Highlights of New Programs and Modifications to Existing Programs Under MAP-21
- Paying for the GROW AMERICA Act

GROW AMERICA Act

- A four-year, \$302 billion surface transportation authorization to replace MAP-21, which expires September 30, 2014.
- Invests \$72 billion in public transportation over 4 years—nearly a 70% increase over MAP-21.
- Builds on MAP-21 priorities and strengthens commitment to safety, state-of-good-repair, efficiency, performance, and underserved populations.
- Addresses the challenges of a nation expected to grow by 100 million residents by 2050.

FTA's Reauthorization Priorities

- Significant “bump” in funding with new opportunities to modernize, expand bus and bus facilities, and grow bus rapid transit (BRT).
- Increases our commitment to drive down \$86 billion transit maintenance backlog and address state-of-good-repair needs among bus and rail systems.
- Streamlines and accelerates regional transportation investments through better coordination among federal, state, and planning stakeholders.

FTA's Reauthorization Priorities

- Creates new ladders of opportunity for the American workforce by enhancing access to training in high-tech, operations, and construction jobs within the transit industry.
- Protects American jobs and domestic manufacturing by strengthening Buy America requirements over the four year GROW AMERICA Act period.

Highlights of Program Changes

New

- Fixing and Accelerating Surface Transportation Program (5602)
- Rapid Growth Area Transit Program (5341)
- Local Hiring Provisions

Modified

- Bus and Bus Facilities (5339)
- State of Good Repair (5337)
- Human Resources and Training (Workforce Development) (5322)
- Metropolitan Transportation Planning (5303)
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
- Formula Grants for Rural Areas (5311)
- Public Transportation Safety (5329)

Repealed or Consolidated

- No MAP-21 programs are repealed or consolidated in the proposed GROW AMERICA Act

Program Funding Levels Over Time

	FY 2014 Enacted	FY 2015 President's Budget	GROW AMERICA TOTAL (FY 15-18)
TRANSIT FORMULA GRANTS (TF)	\$8,595,000,000	\$13,914,400,000	\$57,036,400,000
<i>Transit Oriented Development</i>	10,000,000	10,234,449	42,500,791
<i>Planning Programs</i>	128,800,000	131,819,706	547,410,195
<i>Urbanized Area Formula Grants</i>	4,458,650,000	4,563,182,694	18,949,620,707
<i>Enhanced Mobility of Seniors and Individuals with Disabilities</i>	258,300,000	264,355,823	1,097,800,755
<i>Formula Grants for Rural Areas</i>	607,800,000	622,049,823	2,583,198,107
<i>Bus Testing Facility</i>	3,000,000	3,070,335	12,750,237
<i>National Transit Institute /Public Transit Institute</i>	5,000,000	5,117,225	21,250,396
<i>National Transit Database</i>	3,850,000	3,940,263	16,362,805
<i>State of Good Repair Grants</i>	2,165,900,000	5,719,000,000	23,216,000,000
<i>Bus and Bus Facilities Grants</i>	427,800,000	1,939,000,000	7,822,005,339
<i>Growing States and High Density States Formula</i>	525,900,000	538,229,684	2,235,116,626
<i>Administrative Expenses 1/</i>	105,933,000	114,400,000	492,400,000
CAPITAL INVESTMENT GRANTS (GF/TF) 2/	1,942,938,000	2,500,000,000	10,775,000,000
TRANSIT RESEARCH AND TRAINING (GF/TF)	48,000,000	60,000,000	251,000,000
<i>Workforce Development</i>	2,000,000	20,000,000	80,000,000
EMERGENCY RELIEF PROGRAM 3/ (TF)	0	25,000,000	25,000,000
FAST (TF)	NA	500,000,000	2,000,000,000
RAPID GROWTH AREA TRANSIT PROGRAM (TF)	NA	500,000,000	2,175,000,000
TOTAL	\$10,841,871,000	\$17,649,400,000	\$72,337,400,000

1/Administrative Expenses under Transit Formula Grants account in FY 2015. Was previously funded from General Fund.

2/ FY 2014 enacted level assumes using at least \$190 million of prior year balances to fully fund President's request of \$2.132 billion.

3/Represents balance of funds available after sequestration and transfers.

Fixing and Accelerating Surface Transportation (FAST)

- \$500 million in competitively awarded grants to state and local governments with innovative approaches to solving transportation problems.
- Foster more effective, coordinated investments in regional transportation priorities.
- Modeled after Dept. of Education's "Race to the Top."
- Jointly administered with \$500 million requested annually by FHWA (\$1 billion annual total program).

Rapid Growth Area Transit

- \$500 million competitive discretionary grant program would quickly establish bus rapid transit (BRT) service in areas with rapidly growing populations.
- Streamlined project evaluation criteria related to population and ridership growth and financial capacity to operate current and expanded service.
- Encourages multi-modal solutions to better integrate BRT with other existing, planned transit options.
- 50% local match to encourage early and sound local financial commitment.
- Up to 80% federal share by using FHWA funds as local match.

Local Hiring

- The proposal supports local hiring as an effective way to help men and women obtain local jobs and job training on federally funded transportation projects.
- Opportunities targeted in areas with high unemployment.
- Ensures local workers are given preference to participate on local transportation construction projects.
- Creates ladders of economic opportunity in under-served areas.

Bus and Bus Facilities

- Current program funds construction, replacement and rehabilitation of buses and related facilities.
- Proposal increases funding by 354% from FY2014-FY2015, dramatically improving the ability to modernize the nation's bus fleets. (70% formula/30% discretionary)
- Transit agencies may also compete for discretionary resources for large capital bus projects.
- Addresses funding shortfall and technical deficiencies in bus programs under MAP-21.

Enhanced Mobility of Seniors and Individuals with Disabilities

- Current program funds mobility programs for seniors and persons with disabilities.
- Grants could now be made directly to local government entities, removing the requirement to pass through a designated recipient first.
- The change would streamline the grant awards process, alleviate delays, and serve riders more efficiently.

Rural Areas Program

- Current program provides capital, planning, and operating assistance for transit service implemented by states in rural areas.
- Proposal increases funding to tribes in recognition of serious need for additional transit service to low-income, rural residents.
- Each eligible recipient of tribal formula funds will receive a minimum of \$20,000 annually.

Public Transportation Safety

- FTA continues to implement safety authority authorized by MAP-21. Proposed changes:
 - An opt-out provision from the State Safety Oversight program in states with fixed-guideway transit systems below a certain size or ridership level.
 - FTA may impose civil penalties for violations of safety regulations, and criminal penalties for willful violations.
 - The Secretary would gain emergency authority to issue orders to restrict or prohibit an unsafe condition or practice on transit systems.

Workforce Development (Transit Research & Training)

- Current program supports innovative efforts to train a new generation of transportation workers.
- Proposal creates:
 - New Ladders of Opportunity program that expands support for transit-focused workforce development programs that give priority to minorities, women, individuals with disabilities, veterans, and other groups.
 - Public Transit Institute to deliver training courses to emerging transit workforce.
 - Authority would allow recipients under sections 5307, 5337, and 5339 to use a percentage of funds for these activities.

High-Performing MPOs

- Current Metropolitan Planning Organization (MPO) framework does not emphasize or reward regionally coordinated investments and planning.
- Incentivizes MPOs in large urban areas to coordinate and increase their technical capacity to undertake a performance-based approach linking investments to improvements in safety, infrastructure, congestion, and other factors.

State of Good Repair

- Current program provides two years of predictable, needs-based formula funds for transit's state-of-good-repair needs.
- Proposal significantly increases program funds by 164% percent from FY2014 to FY2015 to address an \$86 billion maintenance backlog that continues to grow.
- This level of investment is necessary to tackle the U.S. infrastructure deficit.

Buy America

- Current program ensures that certain content and final assembly of bus and rail systems are domestically sourced—preserving and creating American manufacturing jobs.
- Proposal gradually increases the domestic content requirement for manufacturing rolling stock components and subcomponents to 100% by 2019.
- The change would strengthen domestic manufacturing and innovation.

Paying for the GROW AMERICA Act

- The President proposes renaming the Highway Trust Fund to a new Transportation Trust Fund (TTF), which will fund highways, transit, rail, and TIGER projects.
- The TTF will provide a source of predictable funding for surface transportation at an appropriate level for the next four years.
- The TTF will be capitalized with revenues from pro-growth tax reform will supplement the gas tax as a means of financing long-term critical investments in our nation's transportation infrastructure.

America Must Address the Infrastructure Deficit

- The Highway Trust Fund will run out of money as early as this summer.
- Let your Congressional representatives know that America cannot afford to disinvest in its infrastructure—and deny future generations of the mobility we need to grow and compete.
- We need a multi-year reauthorization that will provide a reliable source of funding to put thousands to work rebuilding America.



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