

The Transportation Efficiency Coalition

The Transportation Efficiency Coalition is a diverse group of national associations representing public and private transportation operators with one purpose and that is to advance the transit mobility of the public as efficiently and effectively as possible. The TEC consists of the following national associations:

American Bus Association (ABA)
American Public Transit Association (APTA)
Community Transportation Association of America (CTAA)
Taxicab, Limousine & Paratransit Association (TLPA)

A new association of national transit service contractors led by Veolia Transportation

The guiding principles of all our associations are mobility, connectivity and sustainability, with connectivity being the key term. Connectivity is the key ingredient to keeping communities viable. Our Transportation Efficiency Coalition members represent the providers of mobility options to the American people. We pride ourselves on providing safe, efficient and affordable alternatives to the private automobile.

We are proud of the fact that this is the first time in the history of the federal transit program that the public and private transportation sectors have gotten together and agreed upon a broad set of principles to present to the authorizers of the Federal Transit program. The seven policy principles that we have agreed should be included in reauthorizing the transit title of SAFETEA-LU follow below:

TRANSPORTATION EFFICIENCY COALITION **REAUTHORIZATION LEGISLATIVE PRIORITIES**

TRANSIT FUNDING: Support maximum funding for public transit service from the transit trust fund and from the general fund.

FEDERAL MANDATES: Funding and incentives should be provided to cover the costs of implementing federal mandates placed on public and private providers of public transportation services.

- The new Statewide Plan (5304(f)) language and the new Statewide Transportation Improvement Program (5304(g)) language strike the prohibition against the US DOT Secretary reviewing or approving the consultation process used by the States. If the Secretary established such a review/approval system, this could become a mandated added cost.
- The new Statewide Plan mandates an extensive new performance measures without increasing the 5305 monies provided for planning. (Page 498 Line 21 through Page 501 in the Oberstar House bill).

TEC Proposed Provision: The appropriate funding should be allocated to cover the increased costs associated with the items listed above without reducing funding for federal transit programs.

PLANNING PROCESS: Support the collaborative planning process where public and private providers of public transportation services are required participants; include incentives to promote implementation of the mobility management concept; and give public and private providers of public transportation service access to more fully and effectively participate in the Metropolitan Planning Organization.

- The Oberstar House bill encourages increased coordination in planning with land use, housing and other “livability” and “sustainability” planners, which, arguably, could weaken the impact of public and private public transportation providers at the planning table. (Page 477, Lines 17 – 23 and Page 480, Lines 11 – 14).

TEC Proposed Provision: Language should be inserted which narrows consideration of land use, housing and other livability and sustainability planners to consideration of transportation.

PROGRAM CONSOLIDATION: Support consolidation of the Elderly and Disabled Specialized Transit Program (Section 5310), JARC (Section 5316) and the New Freedom Program (Section 5317) into the Coordinated Mobility Initiative while maintaining current law pertaining to each program in regards to funding eligibility, labor protection, private operator sub recipient eligibility, and that projects be selected from the locally developed coordinated human services transportation plan.

- The Oberstar House bill attaches “13c” labor requirements to currently defined New Freedom eligibilities. (Page 556, Lines 11 – 16).

TEC Proposed Provision: A new citation should be inserted that would “hold constant” the New Freedom category of funding as it pertains to labor protection under the current statute enacted in SAFETEA-LU.

PRIVATE OPERATORS: Support all current provisions pertaining to the rights of private operators of public transportation services to participate in both the planning and the provision of public transit services to the maximum extent feasible.

SERVICE DELIVERY FLEXIBILITY: Enhance, consistent with current labor provisions, the right of public transit authorities to have a wide range of service delivery options available to them, including the unfettered right to contract with private providers of public transportation service and to be able to implement public-private participation ventures.

INTERMODAL TERMINALS: Support maximum federal funding of intermodal transportation terminals and ensure that all public and private providers of public transportation services have access to the terminals. Over-the-road bus terminals form a vital linkage in the

overall transportation network providing affordable intercity service to Americans in both urban centers and rural communities. These facilities should be eligible for the same efficiency grants as other forms of mass transportation.

- The new “Intermodal and energy efficient transit facilities grants” program does not expressly provide for the eligibility of intermodal facilities that connect to intercity bus and intercity rail facilities. (Oberstar House bill - Page 514, Lines 1-5).

TEC Proposed Provision: Expressly include intercity bus and intercity rail facility eligibility.