



July 31, 2026

The Honorable John Thune
Majority Leader
U.S. Senate
Washington, DC 20510

The Honorable Charles E. Schumer
Democratic Leader
U.S. Senate
Washington, DC 20510

The Honorable Mike Johnson
Speaker of the House of Representatives
U.S. House of Representatives
Washington, DC 20515

The Honorable Hakeem S. Jeffries
Democratic Leader
U.S. House of Representatives
Washington, DC 20515

Dear Majority Leader Thune, Democratic Leader Schumer, Speaker Johnson, and Democratic Leader Jeffries,

On behalf of the American Public Transportation Association (APTA), which represents the \$102 billion public transportation industry that directly employs more than 450,000 people and creates millions of additional private-sector jobs, **I write to urge you to provide at least current public transit and passenger investment levels (including contract authority and advance appropriations) in any Continuing Resolution (CR) or Surface Transportation Authorization Extension Act for Fiscal Year (FY) 2027.**

Specifically, we urge you to provide at least **\$21.1 billion (including \$4.25 billion of advance appropriations) for public transit** and **\$15.9 billion (including \$13.2 billion of advance appropriations) for passenger and freight rail** in the CR and Surface Transportation Authorization Extension Act for FY 2027. Without advance appropriations, public transit investment would face a **20 percent cut** from current FY 2026 funding levels. Passenger rail investment would face an **83 percent cut** and receive **no guaranteed funding**.

If Congress does not continue advance appropriations for public transit, passenger rail, and other surface transportation investments, it will immediately disrupt and delay ongoing planning, engineering, and construction of surface transportation projects across the nation and inject uncertainty into future State and local investment decisions. It would also directly impact the ongoing, productive bipartisan solutions being negotiated in the Senate and House regarding the next Surface Transportation Authorization Act. The CR and Surface Transportation Extension Act should continue current law and provide current investment levels for public transit and passenger rail.

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Paul P. Skoutelas

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Without advance appropriations, cuts to public transit and passenger rail investment would affect certain programs disproportionately, directly impacting the Surface Transportation Authorization bill.

It would eliminate all guaranteed funding for several key initiatives, including:

- **All Stations Accessibility Program (ASAP) Grants**, which help make legacy rail systems more accessible to people with disabilities, including individuals who use wheelchairs.
- **Capital Investment Grants (CIG)**, which provide critical infrastructure investment to help communities—large and small—design, engineer, and construct new bus rapid transit, commuter rail, subway, and light rail systems and extensions.¹ Today, 49 projects in 22 States across the nation are seeking \$35.6 billion of CIG funds in FY 2027 and subsequent years.²
- **Railroad Crossing Elimination Grants**, which provide funding for highway-rail grade crossing improvements projects to improve the safety and mobility of people and goods.
- **Federal-State Partnership for Intercity Passenger Rail Grants**, which reduce the state-of-good-repair backlog, improve performance, and expand or establish new intercity passenger rail service.

It would also disproportionately cut other core investments, including:

- **Buses and Bus Facilities Grants** would be cut by **\$1.1 billion (48 percent)**. This cut will immediately reverse recent progress on addressing decades of deferred maintenance, including replacing the more than 15,000 buses (22 percent) that are currently beyond their useful life.
- **State of Good Repair Formula Grants** would be cut by **\$950 million (20 percent)**. This cut will directly impact legacy rail agencies' efforts to address the more than \$150 billion public transit state-of-good-repair backlog, including making station upgrades and replacing the more than 7,200 railcars (33 percent) that are beyond their useful life. *See enclosed tables for State-by-State and Urbanized Area impacts.*
- **Enhanced Mobility for Seniors and Individuals with Disabilities Formula Grants** would be cut by **\$50 million (11 percent)**, eliminating formula funds to improve public transit for older adults and people with disabilities in urban and rural areas. *See enclosed tables for State-by-State and Urbanized Area impacts.*

¹ We also request that the CR and Surface Transportation Authorization Extension Act include provisions to extend disbursement authority for CIG projects that face impending lapses. The White House Office of Management and Budget included this request in its list of anomalies and noted that, without the provision, 14 projects with active construction grant agreements will cease after September 30, 2026.

² [APTA CIG Project Pipeline Dashboard](#) (07.16.2026).

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Beyond the programmatic impacts, this continued investment in public transit and passenger rail is also critical to the American economy. Every \$1 invested in public transportation generates \$5 in long-term economic returns. It benefits more than just the people who ride it. At **3,000 suppliers** in more than **1,700 cities and towns** across all **50 States**, American workers build buses, trains, and technology that power our nation's mobility. In fact, **77 percent** of Federal public transportation investments flow to the private sector, and every \$1 billion invested creates or sustains more than **41,000 jobs**—family-wage jobs in manufacturing, technology, and services.

Finally, if Congress considers a CR and Surface Transportation Authorization Extension Act lasting into 2027, we urge the legislation to address any Highway Trust Fund shortfall to ensure that Fund accounts remain solvent for the duration of the period.

Thank you for your strong support for public transit and passenger rail, and consideration of our key priorities for the CR and Surface Transportation Authorization Extension Act. Investing in public transportation is a smart, practical investment in American leadership, jobs, and innovation. We look forward to working closely with you to enact legislation that provides at least current public transit and passenger rail investment levels (including contract authority and advance appropriations).

Sincerely,



Paul P. Skoutelas
President and CEO

Encl.

cc: The Honorable Susan M. Collins, Chair, Committee on Appropriations, U.S. Senate
The Honorable Patty Murray, Vice Chair, Committee on Appropriations, U.S. Senate
The Honorable Tom Cole, Chairman, Committee on Appropriations,
U.S. House of Representatives
The Honorable Rosa L. DeLauro, Ranking Member, Committee on Appropriations,
U.S. House of Representatives
The Honorable Tim Scott, Chairman, Committee on Banking, Housing, and Urban Affairs,
U.S. Senate
The Honorable Elizabeth Warren, Ranking Member, Committee on Banking, Housing, and
Urban Affairs, U.S. Senate
The Honorable Ted Cruz, Chairman, Committee on Commerce, Science, and
Transportation, U.S. Senate
The Honorable Maria Cantwell, Ranking Member, Committee on Commerce, Science, and
Transportation, U.S. Senate
The Honorable Shelley Moore Capito, Chairman, Committee on Environment and Public
Works, U.S. Senate
The Honorable Sheldon Whitehouse, Ranking Member, Committee on Environment and
Public Works, U.S. Senate
The Honorable Mike Crapo, Chairman, Committee on Finance, U.S. Senate
The Honorable Ron Wyden, Ranking Member, Committee on Finance, U.S. Senate

The Honorable John Thune, Charles E. Schumer, Mike Johnson, and Hakeem S. Jeffries

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The Honorable Sam Graves, Chairman, Committee on Transportation and Infrastructure,
U.S. House of Representatives

The Honorable Rick Larsen, Ranking Member, Committee on Transportation and
Infrastructure, U.S. House of Representatives

The Honorable Jason Smith, Chairman, Committee on Ways and Means,
U.S. House of Representatives

The Honorable Richard E. Neal, Ranking Member, Committee on Ways and Means,
U.S. House of Representatives

Members of the U.S. Senate and U.S. House of Representatives



Public Transit Formula Funds At Immediate Risk

IIJA Advance Appropriations

July 31, 2026

State	State of Good Repair Formula Funds*	Seniors and Individuals with Disabilities Formula Funds*	Total Public Transit Formula Funds at Risk
Alabama	N/A	\$741,486	\$741,486
Alaska	\$8,272,192	\$94,649	\$8,366,841
Arizona	\$3,658,697	\$1,196,271	\$4,854,968
Arkansas	\$106,240	\$437,502	\$543,742
California	\$144,622,862	\$5,446,016	\$150,068,878
Colorado	\$7,472,020	\$815,990	\$8,288,010
Connecticut	\$22,181,884	\$598,779	\$22,780,663
Delaware	N/A	\$88,649	\$88,649
District Of Columbia	\$62,457,987	\$602,230	\$63,060,217
Florida	\$17,582,764	\$4,079,924	\$21,662,688
Georgia	\$18,447,499	\$1,435,095	\$19,882,594
Hawaii	\$353,194	\$226,449	\$579,643
Idaho	N/A	\$325,286	\$325,286
Illinois	\$90,531,576	\$1,735,892	\$92,267,468
Indiana	\$1,666,555	\$898,190	\$2,564,745
Iowa	\$59,348	\$465,480	\$524,828
Kansas	N/A	\$291,355	\$291,355
Kentucky	N/A	\$582,109	\$582,109
Louisiana	\$1,596,151	\$738,767	\$2,334,918
Maine	\$2,832,815	\$210,611	\$3,043,426
Maryland	\$21,390,884	\$616,763	\$22,007,647
Massachusetts	\$49,981,181	\$1,029,384	\$51,010,565
Michigan	\$831,050	\$1,564,222	\$2,395,272
Minnesota	\$6,740,723	\$721,007	\$7,461,730
Mississippi	N/A	\$348,784	\$348,784
Missouri	\$5,861,564	\$1,033,122	\$6,894,686
Montana	N/A	\$197,026	\$197,026
Nebraska	N/A	\$245,264	\$245,264
Nevada	\$1,280,474	\$461,153	\$1,741,627
New Hampshire	N/A	\$211,463	\$211,463
New Jersey	\$60,072,644	\$200,465	\$60,273,109
New Mexico	\$2,976,299	\$352,585	\$3,328,884
New York	\$262,083,233	\$3,726,505	\$265,809,738
North Carolina	\$1,035,677	\$1,415,786	\$2,451,463
North Dakota	N/A	\$120,263	\$120,263
Ohio	\$9,642,921	\$1,789,820	\$11,432,741
Oklahoma	\$117,493	\$543,301	\$660,794
Oregon	\$9,213,895	\$735,965	\$9,949,860
Pennsylvania	\$59,878,732	\$2,237,710	\$62,116,442
Puerto Rico	\$2,393,157	\$804,662	\$3,197,819
Rhode Island	\$2,529,015	\$216,803	\$2,745,818
South Carolina	N/A	\$807,540	\$807,540
South Dakota	N/A	\$136,643	\$136,643
Tennessee	\$1,384,687	\$1,023,923	\$2,408,610
Texas	\$18,017,084	\$3,666,419	\$21,683,503
Utah	\$7,767,597	\$388,093	\$8,155,690
Vermont	N/A	\$92,251	\$92,251
Virginia	\$1,116,211	\$893,306	\$2,009,517
Washington	\$24,872,043	\$1,069,168	\$25,941,211
West Virginia	\$277,721	\$343,386	\$621,107
Wisconsin	\$493,386	\$851,098	\$1,344,484
Wyoming	N/A	\$85,411	\$85,411
Total	\$931,799,453	\$49,000,000	\$980,799,453

* State of Good Repair and Seniors and Individuals with Disabilities Formula Apportionments for multistate Urbanized Areas (UZAs) are included in the primary State for the UZA.



Public Transit Formula Funds At Immediate Risk
IIJA Advance Appropriations
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State	Urbanized Area	State of Good Repair Formula Funds*	Seniors and Individuals with Disabilities Formula Funds	Total Public Transit Formula Funds At Risk
Alaska	Anchorage, AK	\$7,878,756	\$31,866	\$7,910,622
Alaska	Fairbanks, AK	\$110,756	N/A	\$110,756
Alaska	Wasilla-Knik-Fairview-North Lakes, AK	\$282,680	N/A	\$282,680
Arizona	Phoenix West-Goodyear-Avondale, AZ	\$206,923	\$49,911	\$256,834
Arizona	Phoenix-Mesa-Scottsdale, AZ	\$3,301,825	\$594,857	\$3,896,682
Arizona	Tucson, AZ	\$149,949	\$156,343	\$306,292
Arkansas	Little Rock, AR	\$106,240	\$71,305	\$177,545
California	Antioch, CA	\$2,222,943	\$44,861	\$2,267,804
California	Concord-Walnut Creek, CA	\$9,658,094	\$77,020	\$9,735,114
California	Livermore-Pleasanton-Dublin, CA	\$1,030,786	\$26,230	\$1,057,016
California	Los Angeles-Long Beach-Anaheim, CA	\$38,069,280	\$1,542,475	\$39,611,755
California	Manteca, CA	\$416,343	N/A	\$416,343
California	Mission Viejo-Lake Forest-Laguna Niguel, CA	\$1,792,049	\$93,397	\$1,885,446
California	Oxnard-San Buenaventura (Ventura), CA	\$1,717,988	\$49,854	\$1,767,842
California	Palmdale-Lancaster, CA	\$3,175,628	\$43,680	\$3,219,308
California	Riverside-San Bernardino, CA	\$5,355,330	\$259,811	\$5,615,141
California	Sacramento, CA	\$4,251,978	\$274,352	\$4,526,330
California	San Diego, CA	\$14,211,103	\$395,478	\$14,606,581
California	San Francisco-Oakland, CA	\$48,426,083	\$467,800	\$48,893,883
California	San Jose, CA	\$10,576,896	\$209,564	\$10,786,460
California	Santa Clarita, CA	\$541,797	\$31,256	\$573,053
California	Santa Rosa, CA	\$1,049,117	\$45,592	\$1,094,709
California	Stockton, CA	\$593,853	\$53,430	\$647,283
California	Thousand Oaks, CA	\$1,197,198	\$30,832	\$1,228,030
California	Tracy-Mountain House, CA	\$336,396	N/A	\$336,396
Colorado	Denver-Aurora, CO	\$7,294,675	\$332,133	\$7,626,808
Colorado	Fort Collins, CO	\$177,345	\$46,211	\$223,556
Connecticut	Hartford, CT	\$1,224,289	\$148,914	\$1,373,203
Connecticut	Southwestern Connecticut	\$20,957,595	N/A	\$20,957,595
District Of Columbia	Washington-Arlington, DC-VA-MD	\$62,457,987	\$602,230	\$63,060,217
Florida	Jacksonville, FL	\$252,683	\$183,635	\$436,318
Florida	Miami-Fort Lauderdale, FL	\$15,402,411	\$914,359	\$16,316,770
Florida	Orlando, FL	\$1,701,984	\$242,815	\$1,944,799
Florida	Tampa-St. Petersburg, FL	\$225,686	\$470,571	\$696,257
Georgia	Atlanta, GA	\$18,400,331	\$613,711	\$19,014,042
Georgia	Savannah, GA	\$47,168	\$48,294	\$95,462
Hawaii	Honolulu, HI	\$353,194	\$128,439	\$481,633
Illinois	Chicago, IL-IN	\$88,403,297	\$1,142,042	\$89,545,339
Illinois	Round Lake Beach-McHenry-Grayslake, IL-WI	\$2,128,279	\$33,293	\$2,161,572
Indiana	Michigan City-La Porte, IN-MI	\$656,194	N/A	\$656,194
Indiana	South Bend, IN-MI	\$1,010,361	\$42,910	\$1,053,271
Iowa	Davenport, IA-IL	\$59,348	\$45,522	\$104,870
Louisiana	New Orleans, LA	\$1,596,151	\$152,700	\$1,748,851
Maine	Portland, ME	\$2,832,815	\$34,039	\$2,866,854
Maryland	Baltimore Commuter Rail	\$13,652,313	N/A	\$13,652,313
Maryland	Baltimore, MD	\$7,738,571	\$314,663	\$8,053,234
Massachusetts	Barnstable Town, MA	\$1,170,000	\$69,719	\$1,239,719
Massachusetts	Boston, MA-NH	\$47,431,304	\$602,940	\$48,034,244
Massachusetts	Leominster-Fitchburg, MA	\$325,819	N/A	\$325,819
Massachusetts	Worcester, MA-CT	\$1,054,058	\$69,643	\$1,123,701
Michigan	Detroit, MI	\$494,170	\$587,706	\$1,081,876
Michigan	Grand Rapids, MI	\$336,880	\$78,350	\$415,230
Minnesota	Minneapolis-St. Paul, MN	\$6,740,723	\$382,295	\$7,123,018
Missouri	Kansas City, MO-KS	\$355,508	\$234,782	\$590,290
Missouri	St. Louis, MO-IL	\$5,506,056	\$327,156	\$5,833,212
Nevada	Las Vegas-Henderson-Paradise, NV	\$1,267,788	\$321,755	\$1,589,543
Nevada	Reno, NV-CA	\$12,686	\$69,103	\$81,789
New Jersey	Atlantic City-Ocean City-Villas, NJ	\$1,443,165	\$55,328	\$1,498,493
New Jersey	Northeastern New Jersey	\$54,141,187	N/A	\$54,141,187
New Jersey	Trenton, NJ	\$4,488,292	\$50,313	\$4,538,605
New Mexico	Albuquerque, NM	\$2,976,299	\$128,761	\$3,105,060



Public Transit Formula Funds At Immediate Risk
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State	Urbanized Area	State of Good Repair Formula Funds*	Seniors and Individuals with Disabilities Formula Funds	Total Public Transit Formula Funds At Risk
New York	Buffalo, NY	\$948,455	\$157,468	\$1,105,923
New York	Kiryas Joel, NY	\$178,645	N/A	\$178,645
New York	Middletown, NY	\$253,649	N/A	\$253,649
New York	New York, NY	\$257,636,448	\$2,625,408	\$260,261,856
New York	Poughkeepsie-Newburgh, NY	\$2,566,929	\$48,078	\$2,615,007
New York	Riverhead-Southold, NY	\$499,107	N/A	\$499,107
North Carolina	Charlotte, NC-SC	\$1,035,677	\$153,249	\$1,188,926
Ohio	Cincinnati, OH-KY	\$76,726	\$244,070	\$320,796
Ohio	Cleveland, OH	\$5,319,906	\$287,027	\$5,606,933
Ohio	Dayton, OH	\$4,246,289	\$108,563	\$4,354,852
Oklahoma	Oklahoma City, OK	\$117,493	\$142,096	\$259,589
Oregon	Eugene, OR	\$533,536	\$47,627	\$581,163
Oregon	Portland, OR-WA	\$8,680,359	\$304,630	\$8,984,989
Pennsylvania	Harrisburg, PA	\$1,045,624	\$78,286	\$1,123,910
Pennsylvania	Johnstown, PA	\$2,715	N/A	\$2,715
Pennsylvania	Lancaster-Manheim, PA	\$3,045,026	\$64,571	\$3,109,597
Pennsylvania	Philadelphia, PA-NJ-DE-MD	\$48,436,576	\$866,238	\$49,302,814
Pennsylvania	Pittsburgh, PA	\$7,348,791	\$296,198	\$7,644,989
Puerto Rico	San Juan, PR	\$2,393,157	\$375,670	\$2,768,827
Rhode Island	Providence, RI-MA	\$2,529,015	\$203,718	\$2,732,733
Tennessee	Chattanooga, TN-GA	\$68,689	\$64,708	\$133,397
Tennessee	Memphis, TN-MS-AR	\$417,720	\$142,727	\$560,447
Tennessee	Nashville-Davidson, TN	\$898,278	\$141,133	\$1,039,411
Texas	Austin, TX	\$1,038,004	\$205,784	\$1,243,788
Texas	Dallas-Fort Worth-Arlington, TX	\$11,123,741	\$659,305	\$11,783,046
Texas	Denton-Lewisville, TX	\$758,554	\$49,466	\$808,020
Texas	Galveston-Texas City, TX	\$58,232	N/A	\$58,232
Texas	Houston, TX	\$5,038,553	\$676,872	\$5,715,425
Utah	Ogden-Layton, UT	\$1,370,017	\$71,129	\$1,441,146
Utah	Provo-Orem, UT	\$754,381	\$54,824	\$809,205
Utah	Salt Lake City, UT	\$5,643,199	\$137,250	\$5,780,449
Virginia	Richmond, VA	\$298,783	\$154,219	\$453,002
Virginia	Virginia Beach-Norfolk, VA	\$817,428	\$204,915	\$1,022,343
Washington	Bremerton, WA	\$113,716	\$36,731	\$150,447
Washington	Seattle-Tacoma, WA	\$24,758,327	\$455,228	\$25,213,555
West Virginia	Morgantown, WV	\$277,721	N/A	\$277,721
Wisconsin	Kenosha, WI	\$26,738	N/A	\$26,738
Wisconsin	Madison, WI	\$305,075	\$55,437	\$360,512
Wisconsin	Milwaukee, WI	\$161,573	\$185,643	\$347,216
Total		\$931,799,453	\$49,000,000	\$980,799,453

* This table only includes Urbanized Areas (UZAs) that receive State of Good Repair (SOGR) Formula Apportionments. SOGR Formula Apportionments for multistate UZAs are included in the primary State for the UZA.