



Surface Transportation Authorization Key Policy Priorities

September 16, 2026

Advance Safety, Security, & Accessibility for Riders, Workers, & Communities

- ✓ **Provide public transit CEOs with clear statutory authority to make key safety decisions** and ensure rider and operator safety ([H.R. 4900/S. 2945](#), the *Safe Transit Accountability Act*).

Streamline Statutory Requirements for Public Transit and Passenger Rail

- ✓ **Streamline the Capital Investment Grant program** to expedite project delivery, reduce burdens on grant applicants, and expand access to the program (e.g., § 3005 and § 3007 of H.R. 8870, the *BUILD America 250 Act*).
- ✓ **Authorize public transit agencies to determine the number of spare buses necessary for their fleets without the limitation of FTA's one-size-fits-all spare ratio policy** (§ 3103 of H.R. 8870).
- ✓ **Permanently allow States to waive the FMSCA Commercial Driver's License under-the-hood testing requirement for applicants seeking to operate vehicles in public transportation** to alleviate the bus operator shortage and advance opportunity (§ 5108 of H.R. 8870).

Accelerate Project Delivery and Permitting Reform

- ✓ **Authorize public transit agencies to acquire real property interests prior to National Environmental Policy Act (NEPA) review** (§ 1213 of H.R. 8870).
- ✓ **Allow large public transit agencies to assume the responsibility to approve their own Categorical Exclusions to bring parity across modal agencies** (§ 1207 of H.R. 8870).
- ✓ **Expand projects (e.g., bus shelters) covered as Categorical Exclusions under NEPA** (§ 1208 of H.R. 8870).

Strengthen Collaborative, Local Decision-Making

- ✓ **Oppose H.R. 8870's Consolidated State Block Grant Program** because it creates more bureaucracy and eliminates local decision-making (§ 3006 of H.R. 8870).
- ✓ **Provide that FTA funds be apportioned directly to the public transportation agencies in Urbanized Areas with a population of 50,000 to 200,000.**