



American Public Transportation Association

Business Member Legislative Subcommittee Agenda

**Sunday, March 13, 2022
8:30 a.m. – 9:30 a.m. (ET)**

**Grand Hyatt Washington
Room: Declaration B**

1. Welcome and Call to Order—Brian Tynan, Chair
2. APTA Antitrust Statement

The carinal rule in keeping an association's operations within anti-trust laws is that there should be no agreements – express or implied – which restrain the member's freedom to make independent decisions in matters that affect competition. Each member must be completely independent to set prices, establish production and sales levels, choose the markets in which he or she will operate and select his or her customers and suppliers.

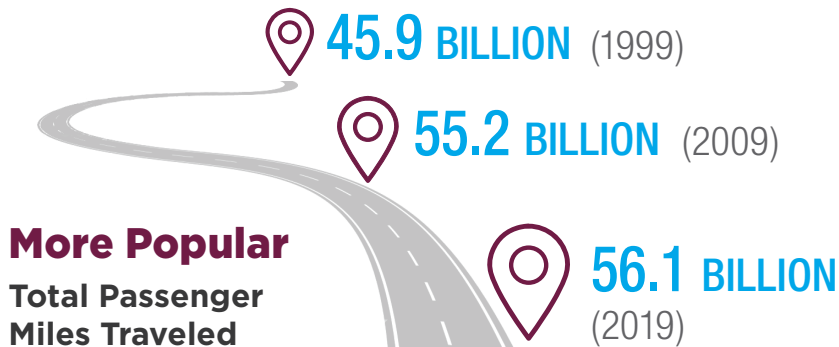
3. Buy America Provisions and IJIA Implementation—Dana Nifosi, Deputy Chief Counsel, Federal Transit Administration
4. Legislative Highlights—Melissa Mejias, Senior Legislative Representative, Government Affairs & Advocacy
5. Work Plan Discussion—Brian Tynan
 - a. Business Member and Transit Board Member Joint Advocacy Initiative—States of Focus and BM/TBM Co-Leads
 - b. APTA Capitol Hill Fly-In
6. Open Discussion

7. Adjourn

ENCLOSED DOCUMENTS

- APTA 2021 Fact Book Infographic
- APTA Legislative Update (03.04.2022)
- APTA Summary of Build America, Buy America Title of Infrastructure Investment and Jobs Act (03.07.2022)
- APTA Summary of Paycheck Protection Program Credits and Reductions in Billing (03.04.2022)
- APTA Capital Investment Grant Project Pipeline Dashboard (03.07.2022)

TODAY, PUBLIC TRANSIT IN AMERICA IS...



More Widespread

Public transit systems are...



1,159
Rural



1,043
Urban



4.5K+
Nonprofit

Expanding
Total Number of Rail Systems

58
1999

98
2019



>52% Increase in Rail Ridership Since 1999

More Balanced

Public transit trips are...



48%
By Rail

48%
By Bus



More Accessorized



79%
of buses have security cameras



77%
of buses have exterior bike racks



78%
of buses have automated stop announcements

Growing

From 1995 – 2019

23%
Increase in Population Growth

28%
Increase in Public Transit Ridership

Increase in Public Transit Ridership



More Efficient



Increase in Vehicle Miles Operated per Kilowatt-Hour over the Past 30 Years

Heavy Rail → **11%**

Light Rail/Streetcar → **48%**

Receiving More Investment

Transit Spending in the Private Sector



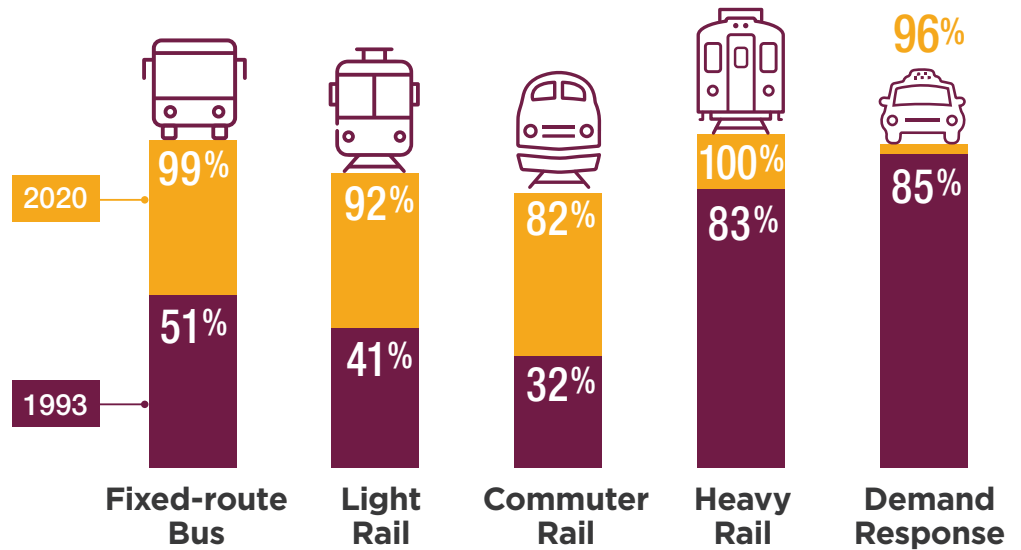
\$ Billions

TODAY, PUBLIC TRANSIT IN AMERICA IS...

More Accessible*

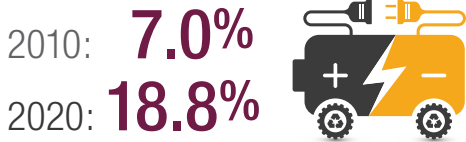
Share of **Accessible Public Transit Vehicles**

*transit system accessibility is also affected by station accessibility



Leading in Clean Technology

Share of **Hybrid Electric Buses**



(According to APTA's 2020 Vehicle Database)

Lowering Carbon Emissions



less CO₂ emissions by using the subway rather than a car

(According to TCRP "Report 226: An Update on Public Transportation's Impacts on Greenhouse Gas Emissions")

Reducing Gasoline Consumption

6.0 BILLION

Gallons of Gas Saved

each year by using public transportation

(According to TCRP "Report 226: An Update on Public Transportation's Impacts on Greenhouse Gas Emissions")

Driving the Economy

87%

of trips on transit directly benefit the local economy

50% of trips are to and from work



37% of trips are to shopping and recreational spending

(According to APTA's "Who Rides Public Transportation")

Creating Jobs

448K+

people directly work for public transportation agencies

Long-term investment in public transit supports 50,000 jobs and \$382 million in tax revenue per \$1 billion invested

(According to APTA's "Economic Impact of Public Transportation Investment: 2020 Update")

Saving Lives

Cities with more than 40 annual public transit trips per person have **half the traffic fatality rate** of those with fewer than 20 trips per person

(According to APTA's "The Hidden Traffic Safety Report: Public Transportation")



American Public Transportation Association

LEGISLATIVE UPDATE

APTA is focused on three major initiatives in 2022:

- ensuring continued successful implementation of COVID-19 emergency relief funding;
- actively working to ensure successful implementation of the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58), commonly referred to as the Bipartisan Infrastructure Law; and
- aggressively advocating for enactment of three important bills:
 - Transportation, Housing and Urban Development, and Related Agencies Appropriations Act (THUD Appropriations Act);
 - Building a Better America legislation; and
 - State, Local, Tribal, and Territorial Fiscal Recovery, Infrastructure, and Disaster Relief Flexibility Act (S. 3011/H.R. 5735).

Ensuring Continued Successful Implementation of COVID-19 Emergency Relief Funding

Public transit agencies continue to successfully utilize COVID-19 emergency relief funding. For instance, more than one-half of public transit agencies have used COVID-19 funding to provide vaccine access services. To date, public transit agencies have obligated more than **86 percent** of the **\$69.5 billion** of COVID-19 emergency relief through a total of almost 1,600 grants. In addition to the formula grants, in the coming days, the Federal Transit Administration (FTA) is expected to announce competitive grant selections for \$2.2 billion of emergency funding for public transit agencies that require additional assistance to offset costs related to COVID-19.

APTA is extremely encouraged by public transit agencies' efficient and effective use of COVID-19 emergency funding as we continue to highlight the importance of public transit to communities' efforts to recover from the pandemic.

Working to Ensure Successful Implementation of the Bipartisan Infrastructure Law

On November 15, 2021, President Joseph Biden signed the IIJA into law. **The IIJA provides \$108.2 billion for public transit over five years (FY 2022 through FY 2026), an increase of \$42.4 billion (64 percent)** from current levels. These historic increases in public transit investment include \$91.2 billion of guaranteed funding (i.e., contract authority and advance appropriations) and \$17.0 billion of General Fund authorizations for Capital Investment Grants (CIG), Washington Metropolitan Area Transit Authority (WMATA), and ferry grants. The legislation also **provides \$102.1 billion for passenger and freight rail over five years, an increase of \$86.7 billion (561 percent)** from current levels. These historic passenger rail investments include \$66.0 billion of guaranteed funding (advance appropriations) and \$36.1 billion of General Fund authorizations for Amtrak and other programs. In addition, the IIJA provides significant funding for multimodal investments that include public transit and passenger rail as essential elements.

In terms of **APTA's Top Priorities**, the IIJA:

- provides a long-term surface transportation authorization and significant increases in investment to put public transit agencies on a path to modernize their systems and meet the growing and evolving demands of our communities;
- when considering all funding provided in the legislation (including advance appropriations), significantly increases the bus capital share of funding to a 19 percent share for bus investment under the 40-40-20 capital investment ratio; and
- does not include APTA's Mobility Innovation and Technology Initiative but includes other mobility initiatives (e.g., SMART mobility grants); and does not include the limiting language of the House-passed INVEST in America Act.

Finally, the IIJA includes numerous other APTA legislative priorities, such as significant reforms and streamlining of the CIG program.

APTA is actively working with FTA and other U.S. Department of Transportation (DOT) agencies on implementation of the Bipartisan Infrastructure Law and expects DOT, FTA, and other agencies to continue to issue numerous Notice of Funding Opportunities (NOFOs) for competitive grants in the coming months. To date, DOT has issued a NOFO for \$1.5 billion of RAISE grants and FTA has issued a NOFO on Low and No Emission Bus Grants and Buses and Bus Facilities Grants. FTA has also issued a partial apportionment of public transit formula funds for FY 2022. We expect DOT to issue a NOFO on the Megaprojects program in the near future. Finally, FTA has issued several important Dear Colleague letters regarding IIJA implementation, including on Zero-Emission Transition Plans and public transportation agency safety plan (PTASP) requirements.

To assist APTA members in tracking both funding opportunities and regulatory and other administrative action, APTA has developed a [Smart Guide to the Bipartisan Infrastructure Law](#) on its website to provide members with detailed funding, apportionment, and policy analyses of the IIJA. The APTA Smart Guide also includes White House and DOT guidance, regulations, and NOFOs. Finally, the Smart Guide will include media toolkits to help APTA members tell their Bipartisan Infrastructure Law success stories.

Aggressively Advocating for APTA's Legislative Agenda

APTA continues to aggressively advocate for enactment of three important bills: the THUD Appropriations Act, Building a Better America legislation, and the Fiscal Recovery Infrastructure Flexibility Act (S. 3011).

THUD Appropriations Act

Both the House and the Senate have advanced THUD Appropriations bills. On July 29, 2021, the House passed H.R. 4502, which includes the THUD Appropriations bill (Division G). On October 19, the Senate unveiled nine appropriations bills, including the THUD Appropriations bill (S. 3045). The House and Senate THUD Appropriations Subcommittees took very different approaches to drafting their bills, and neither bill assumed enactment of the IIJA. Therefore, the THUD Appropriations bill must be rewritten in conference to reflect at least IIJA funding levels or public transit agencies will not receive increased funding levels in FY 2022.

The current Continuing Appropriations Act expires March 11, 2022. House and Senate Appropriations Committee leaders are meeting in an effort to reach final agreement on the THUD Appropriations Act, which is expected to be included in the final FY 2022 Omnibus Appropriations Act. Congress hopes to finish action on the Omnibus Appropriations Act by March 11.

APTA is aggressively advocating that the final THUD Appropriations Act fully fund the IIJA and provide additional resources for targeted investments (e.g., mobility).

Building a Better America Legislation

On November 19, 2021, the House passed H.R. 5376, the Build Back Better Act. The bill provides:

- \$10 billion for a new, innovative program providing competitive grants for public transit access to affordable housing and to enhance mobility for low-income riders and residents of disadvantaged communities;
- \$10 billion for the planning and development of public high-speed rail projects; and
- Additional investments in climate incentive grants and neighborhood access and equity grants.

It also creates a manufacturer's tax credit equal to 30 percent of the cost of electric or hydrogen fuel-cell transit buses; extends the alternative fuel tax credit; and extends and substantially increases the alternative fuel vehicle property tax credit.

In December 2021, Senator Joe Manchin, III (D-WV) stated that he would not support the Build Back Better Act. Without his support, the Senate Democratic majority does not have the votes to pass the bill. At this point, Senate Democrats are trying to develop a more focused bill that they refer to as Building a Better America legislation as a possible compromise that all 50 Senate Democrats could support.

APTA strongly supports providing \$10 billion for public transit, \$10 billion for high-speed rail, and tax credits for zero-emission vehicles and infrastructure as part of the Building a Better America legislation.

S. 3011, the Fiscal Recovery Infrastructure Flexibility Act

The American Rescue Plan Act of 2021 (ARP) provides **\$350 billion** of COVID-19 emergency funding to state and local governments. The ARP provides \$195 billion to states, \$130 billion to local governments, and \$25 billion to tribal and territorial governments. Although the Fiscal Recovery Funds are available for water, sewer, and broadband infrastructure, transportation infrastructure investment is not eligible under the current program. APTA, together with Coalition partners, has strongly urged the Department of the Treasury and Congress to authorize State and local governments to use these Fiscal Recovery Funds for surface transportation infrastructure.

On October 19, 2021, the Senate passed S. 3011, the State, Local, Tribal, and Territorial Fiscal Recovery, Infrastructure, and Disaster Relief Flexibility Act. The bill authorizes state and local governments to use these Fiscal Recovery Funds for transportation infrastructure, including public transportation. Bill sponsors state that this flexibility authorizes **\$123 billion** of funding for transportation infrastructure, at the discretion of state and local authorities.

The House introduced a companion bill (H.R. 5735) and APTA has been working with the bipartisan sponsors of the bill (Representative Dusty Johnson (R-SD) and Carolyn Bourdeaux (D-GA)) to encourage other Representatives to cosponsor the bill. To date, the bill has 150 bipartisan cosponsors.

On March 2, 2022, APTA, together with Coalition partners, sent a letter to House and Senate Leaders urging Congress to include the Fiscal Recovery Infrastructure Flexibility Act in the final FY 2022 Omnibus Appropriations Act.

APTA strongly urges Congress to include the Fiscal Recovery Infrastructure Flexibility Act in the final FY 2022 Omnibus Appropriations Act.

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION
FACT SHEET
INFRASTRUCTURE INVESTMENT AND JOBS ACT
BUILD AMERICA, BUY AMERICA TITLE
March 7, 2022

On November 15, 2021, President Joseph R. Biden, Jr. signed the Infrastructure Investment and Jobs Act (IIJA) into law, which includes a title addressing Buy America requirements for infrastructure projects.¹ The IIJA’s Build America, Buy America (BABA) title also encourages strengthening the Buy American Act regarding federal government procurement.² Under IIJA Buy America requirements, each federal agency must:

- Within 60 days, submit to the Office of Management and Budget (OMB) a report that identifies each federal financial assistance program for infrastructure administered by the agency. The report must identify all domestic content procurement requirements applicable; assess the applicability of domestic content procurement preference requirements in current law; provide details on any applicable domestic content procurement preference requirements and any exceptions or waivers; and describe the types of infrastructure projects that receive funding under the program. In addition, the report must identify programs for which the domestic content procurement preference does not apply or is subject to a waiver.
- within 180 days, “ensure that none of the funds made available for a Federal financial assistance program for infrastructure, including each deficient program, may be obligated for a project unless all of the iron, steel, and manufactured products and construction materials used in the project are produced in the United States.”

On February 7, 2022, the Department of Transportation (DOT) published its report on [*DOT’s Identification of Federal Assistance Programs Subject to the Build America, Buy America Provisions of the Infrastructure Investment and Jobs Act.*](#)³

In this Act, “produced in the United States” means:

- For iron or steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the U.S.;
- For manufactured products, that the product was manufactured in the U.S. and the cost of the product components mined, produced, or manufactured in the U.S. is greater than 55 percent of the total cost of all components of the manufactured product, unless another standard for determining the minimum amount of domestic content applies; and

¹ This title builds on [*Executive Order 14005, Ensuring the Future is Made in All of America by All of America’s Workers*](#) (Order); signed by President Joseph Biden on January 25, 2021; *see also* APTA Fact Sheet, *Executive Order on Ensuring the Future is Made in All of America by All of America’s Workers* (January 25, 2021).

² On March 7, 2022, the Administration issued a final rule on new Buy American requirements. Federal Acquisition Regulation: Amendments to the FAR Buy American Act Requirements, 87 Fed. Reg. 12780 (Mar. 7, 2022).

³ DOT’s Identification of Federal Financial Assistance Infrastructure Programs Subject to the Build America, Buy America Provisions of the Infrastructure Investment and Jobs Act, 87 Fed. Reg. 6943 (Feb. 7, 2022).

- For construction materials, that all manufacturing processes occurred in the U.S.

Note that the IIJA excludes from the definition of construction materials: cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives. In addition, the Act limits the standards under § 70915 (OMB Guidance) from including cement and cementitious materials; aggregates such as stone, sand, or gravel, or aggregate binding agents or additives as inputs of the construction materials.

A federal agency may waive the application of the domestic content procurement preference where:

- applying the preference would be inconsistent with the public interest;
- the types of iron, steel, manufactured goods, or construction materials are not produced in sufficient and reasonably available quantities or satisfactory quality; or
- the inclusion of the materials produced in the United States will increase the cost of the project by more than 25 percent.

Before a federal agency may grant a waiver, it must make it publicly available and provide at least 15 days for public comment. Waivers issued after the date of enactment of this program will be reviewed every five years.⁴

The IIJA directs OMB to issue guidance to assist in identifying deficient programs and applying new domestic content procurement standards, and to define the term “all manufacturing processes” in the case of construction materials (except for the exempt materials listed above).

In DOT’s Buy America report submitted to OMB pursuant to the BABA title, DOT finds that none of its programs, including public transit and passenger rail programs, is currently fully consistent with BABA requirements.⁵ DOT states:

...the mode-specific Buy America(n) statutes applied by most DOT agencies cover iron, steel and manufactured products, in ways that are generally consistent (or that in some cases exceed) that standards found in the BABA. **However, none of those statutes specifically cover construction materials**, other than to the extent that such materials would already be considered iron, steel, or manufactured products.⁶ (emphasis added)

⁴ Please note that existing product-specific general applicability waivers issued more than 180 days prior to the date of enactment of this program are not subject to the review or public comment period for five years.

⁵ [*DOT’s Identification of Federal Assistance Programs Subject to the Build America, Buy America Provisions of the Infrastructure Investment and Jobs Act*](#), at 19.

⁶ *Id.* At 21.

In addition, the legislation requires the Secretary of Transportation to enter into a technical assistance partnership with the Secretary of Commerce to:

- ensure the development of a domestic supply base to support intermodal transportation in the United States (e.g., high-speed passenger rail and public transportation);
- ensure compliance with Buy America laws that apply to a project receiving assistance from a DOT modal program;
- encourage technologies developed with the support of and resources from the Secretary to be transitioned into commercial market and application; and
- establish procedures for consultation with the Hollings Manufacturing Extension Partnership.

Finally, the IJA requires the Secretary of Transportation, before granting a waiver, to consult with the Director of the Hollings Manufacturing Extension Partnership regarding whether there is a domestic entity that can provide the material that is the subject of a waiver request.

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION
FACT SHEET
SMALL BUSINESS ADMINISTRATION
PAYCHECK PROTECTION PROGRAM
CREDITS AND REDUCTIONS IN BILLING FOR FORGIVEN PPP LOANS
March 4, 2022

SMALL BUSINESS ADMINISTRATION’S PAYCHECK PROTECTION PROGRAM

On March 27, 2020, the Small Business Administration’s Paycheck Protection Program (PPP) was enacted as part of the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), as amended by the Paycheck Protection Flexibility Act of 2020 (Flexibility Act), to provide additional assistance to the hardest-hit small businesses to maintain payroll cost, keep employees from loss of work during the coronavirus pandemic, and cover necessary overhead to continue business operations.

The PPP provided \$349 billion in 100 percent guaranteed, low interest, zero-fee loans of up to \$10 million with a deferred repayment of at least six months. In addition, the loan could be used to cover 8 to 24 weeks of payroll and any new Economic Injury Disaster Loan balances less than \$10 million.

SECTION 3610 (FEDERAL CONTRACTOR AUTHORITY) OF THE CARES ACT

Section 3610 of the CARES Act allows agencies to reimburse, at the minimum applicable contract billing rates (not to exceed an average of 40 hours per week), any paid leave, including sick leave, a contractor provides to keep its employees or subcontractors in a ready state, including to protect the life and safety of government and contractor personnel, during the public health emergency declared for COVID–19 on January 31, 2020, through September 30, 2020.

CARES ACT SECTION 3610 GUIDANCE

On April 9, 2020, the Department of Defense (DOD) issued guidance for Section 3610 of the CARES Act,¹ which states that loan forgiveness received by a government contractor under a PPP loan must be treated as a credit to cost-based government contracts in accordance with FAR Credits clause (FAR 31.201-5)². The FAR Credits clause was established to ensure that government agencies benefit from any discounts a contractor receives on cost to be reimbursed under a contract. The DOD is interpreting the clause to apply to any PPP loans or loan payments that are forgiven.

The issue arises with cost-plus contracts with contractors with PPP small business loans that are forgiven. (It does not apply to fixed-fee contracts.) Cost-plus contracts are common for architectural and engineering (A&E) services.

¹ Defense Pricing and Contracting, Office of the Under Secretary of Defense (Acquisition & Sustainment) [Implementation Guidance for Section 3610 of the Coronavirus Aid, Relief, and Economic Security \(CARES\) Act](#).

² Federal Acquisition Regulation [31.201-5 \(Credits\)](#).

On March 24, 2021, the Federal Highway Administration (FHWA) issued *Treatment of Paycheck Protection Program Funds for Architectural and Engineering (A&E) Consultants Guidance*³ to clarify the requirements for the treatment of PPP loans received by A&E firms under Federal highway contracts. In accordance with FHWA guidance, for A&E firms with PPP loans that are partially or completely forgiven, these firms must adhere to FAR 31.201-5 and cannot bill direct costs and use PPP loan proceeds to fund the compensation costs of direct labor and other direct costs dedicated to federally funded contracts. A&E consultants must also adjust their indirect cost rates for PPP funds forgiven to provide the corresponding credit to the federal government. All credits to indirect costs should be reflected in the subsequent adjusted indirect cost rate.

A&E APPLICATION OF FAR 31.201-5 (CREDITS)

The federal government's interpretation of the FAR Credits clause is a serious concern to A&E consultants as it requires them to provide a refund or a reduction in billing rates for a federal government or federal-aid highway contract in the amount of the forgiven PPP loans that are allocable to contract cost. In some cases, A&E consultants will likely have a difficult time allocating the credit to certain costs and could end up offsetting more of the amount of the loan resulting in payment exceeding the amount of the loan forgiveness. Moreover, the federal government guidance on FAR Credits was provided after these small businesses had received their PPP loans. As a result, the small businesses did not have an opportunity to weigh this issue prior to determining whether to seek and accept a PPP loan.

³ Federal Highway Administration, Memorandum, [Treatment of Paycheck Protection Program Funds for Architectural and Engineering Consultants Guidance](#) (Mar. 24, 2021).



APTA's Capital Investment Grants Project Pipeline Dashboard

March 7, 2022
(in millions)

State	City	Project	Senators	Representatives	Project Sponsor	Project Category	Project Type	Date of Grant Agreement	Total Project Cost	CIG Percent Share	Total CIG Funding	Total CIG Funding Allocated	CIG Funding Required Post-FY 2021
18 CIG Projects with Executed Full Funding Grant Agreements													
AZ	Phoenix	South Central/Downtown Hub Light Rail	Kyrsten Sinema (D) Mark Kelly (D)	Ruben Gallego (D-AZ-07)	Valley Metro	New Starts	Light Rail	FFGA 01/06/2021	\$1,345	39%	\$530	\$298	\$232
AZ	Phoenix	Northwest Extension Phase II	Kyrsten Sinema (D) Mark Kelly (D)	David Schweikert (R-AZ-06) Greg Stanton (D-AZ-09)	Valley Metro	New Starts	Light Rail	FFGA 11/19/2021	\$401	39%	\$158	\$100	\$58
CA	Los Angeles	Westside Subway Section 1	Dianne Feinstein (D) Alex Padilla (D)	Ted Lieu (D-CA-33) Jimmy Gomez (D-CA-34) Karen Bass (D-CA-37)	Los Angeles County Metropolitan Transportation Authority	New Starts	Heavy Rail	FFGA 6/14/2014	\$2,822	44%	\$1,250	\$763	\$487
CA	Los Angeles	Westside Subway Section 2	Dianne Feinstein (D) Alex Padilla (D)	Ted Lieu (D-CA-33) Karen Bass (D-CA-37)	Los Angeles County Metropolitan Transportation Authority	New Starts	Heavy Rail	FFGA 12/1/2016	\$2,499	47%	\$1,187	\$598	\$589
CA	Los Angeles	Westside Subway Section 3	Dianne Feinstein (D) Alex Padilla (D)	Ted Lieu (D-CA-33) Karen Bass (D-CA-37)	Los Angeles County Metropolitan Transportation Authority	New Starts	Heavy Rail	FFGA 3/17/2020	\$3,599	36%	\$1,300	\$398	\$902
CA	San Carlos	Peninsula Corridor Electrification Project	Dianne Feinstein (D) Alex Padilla (D)	Nancy Pelosi (D-CA-12) Jackie Speier (D-CA-14) Ro Khanna (D-CA-17)	Joint Powers Board (Caltrain)	Core Capacity	Commuter Rail	FFGA 5/23/2017	\$1,931	34%	\$647	\$573	\$74
CA	San Diego	Mid-Coast Corridor Transit Project	Dianne Feinstein (D) Alex Padilla (D)	Scott H. Peters (D-CA-52) Sara Jacobs (D-CA-53)	San Diego Association of Governments	New Starts	Light Rail	FFGA 9/1/2016	\$2,171	48%	\$1,043	\$628	\$416
CA	San Francisco Bay Area	BART Transbay Corridor Core Capacity Project	Dianne Feinstein (D) Alex Padilla (D)	Nancy Pelosi (D-CA-12) Barbara Lee (D-CA-13) Jackie Speier (D-CA-14) Eric Swalwell (D-CA-15)	Bay Area Rapid Transit District	Core Capacity	Heavy Rail	FFGA 09/14/2020	\$2,706	43%	\$1,169	\$1,026	\$143
IL	Chicago	Red and Purple Line Modernization Project Phase 1	Richard J. Durbin (D) Tammy Duckworth (D)	Danny K. Davis (D-IL-07)	Chicago Transit Authority	Core Capacity	Heavy Rail	FFGA 1/17/2017	\$2,067	46%	\$957	\$691	\$265
IN	Lake Co.	West Lake Corridor	Todd Young (R) Mike Braun (R)	Frank Mrvan (R-IN-01)	Northern Indiana Commuter Transportation District	New Starts	Commuter Rail	FFGA 10/28/2020	\$945	38%	\$355	\$198	\$157
IN	Gary to Michigan City	Double Track	Todd Young (R) Mike Braun (R)	Frank Mrvan (R-IN-01)	Northern Indiana Commuter Transportation District	New Starts	Commuter Rail	FFGA 01/07/2021	\$491	35%	\$173	\$100	\$73
MA	Cambridge to Medford	Boston Green Line Extension	Edward J. Markey (D) Elizabeth Warren (D)	Katherine M. Clark (D-MA-05) Ayanna Pressley (D-MA-07)	Massachusetts Bay Transportation Authority	New Starts	Light Rail	FFGA 1/5/2015	\$2,298	43%	\$996	\$948	\$48
MD	Bethesda	Maryland National Capital Purple Line	Benjamin L. Cardin (D) Chris Van Hollen (D)	Anthony G. Brown (D-MD-04) Steny H. Hoyer (D-MD-05) Jamie Raskin (D-MD-08)	Maryland Transit Administration	New Starts	Light Rail	FFGA 8/22/2017	\$2,407	37%	\$900	\$805	\$95
MN	Minneapolis	Southwest LRT	Amy Klobuchar (D) Tina Smith (D)	Dean Phillips (D-MN-03) Ilhan Omar (D-MN-05)	Metropolitan Council	New Starts	Light Rail	FFGA 09/14/2020	\$2,003	46%	\$929	\$213	\$716
MO	Kansas City	Streetcar Main Street Extension	Roy Blunt (R) Josh Hawley (R)	Emanuel Cleaver (D-MO-05)	Kansas City Area Transportation Authority	New Starts	Streetcar	FFGA 01/08/2021	\$352	49%	\$174	\$150	\$24
NJ	Hudson Co.	Portal North Bridge	Robert Menendez (D) Cory A. Booker (D)	Albio Sires (D-NJ-08) Bill Pascrell, Jr. (D-NJ-09)	Gateway Program Development Corporation	Core Capacity	Commuter Rail	FFGA 01/11/2021	\$1,732	44%	\$767	\$248	\$519
WA	Seattle	Federal Way Link Extension	Patty Murray (D) Maria Cantwell (D)	Adam Smith (D-WA-09)	Central Puget Sound Regional Transit Authority	New Starts	Light Rail	FFGA 01/22/2020	\$3,161	25%	\$790	\$298	\$492
WA	Seattle	Lynnwood Link Extension	Patty Murray (D) Maria Cantwell (D)	Pramila Jayapal (D-WA-07)	Central Puget Sound Regional Transit Authority	New Starts	Light Rail	FFGA 12/20/2018	\$3,260	36%	\$1,173	\$498	\$675
Subtotal for FFGA projects									\$36,189		\$14,497	\$8,530	\$5,967



APTA's Capital Investment Grants Project Pipeline Dashboard

March 7, 2022
(in millions)

State	City	Project	Senators	Representatives	Project Sponsor	Project Category	Project Type	Date of Grant Agreement	Total Project Cost	CIG Percent Share	Total CIG Funding	Total CIG Funding Allocated	CIG Funding Required Post-FY 2021
4 CIG Pipeline Projects in Engineering													
MN	Minneapolis	METRO Blue Line Extension (Bottineau LRT)	Amy Klobuchar (D) Tina Smith (D)	Dean Phillips (D-MN-03) Ihan Omar (D-MN-05)	Metropolitan Council	New Starts	Light Rail	Engineering	TBD	TBD	TBD	\$0	TBD
MN	St. Paul	METRO Gold Line Bus Rapid Transit	Amy Klobuchar (D) Tina Smith (D)	Betty McCollum (D-MN-04)	Metro Transit	New Starts	BRT	PD	\$532	45%	\$239	\$0	\$239
NY	New York	Canarsie Line Power and Station Improvements	Charles E. Schumer (D) Kirsten E. Gillibrand (D)	Nydia M. Velázquez (D-NY-07) Jerrold Nadler (D-NY-10) Carolyn B. Maloney (D-NY-12)	New York Metropolitan Transportation Authority	Core Capacity	Heavy Rail	Engineering	\$373	27%	\$100	\$100	\$0
NY	New York	Second Avenue Subway Phase 2	Charles E. Schumer (D) Kirsten E. Gillibrand (D)	Carolyn B. Maloney (D-NY-12) Adriano Espaillat (D-NY-13)	New York Metropolitan Transportation Authority	New Starts	Heavy Rail	Engineering	\$6,949	49%	\$3,405	\$0	\$3,405
Subtotal for Engineering Projects									\$9,390		\$4,666	\$100	\$4,566
2 CIG Pipeline Project in Expedited Project Delivery Pilot Program													
CA	Los Angeles	East San Fernando Valley Transit Corridor Phase I Project	Dianne Feinstein (D) Alex Padilla (D)	Brad Sherman (D-CA-30)	Los Angeles County Metropolitan Transportation Authority	New Starts	Light Rail	EPD Program	\$2,810	25%	\$702	\$0	\$702
CA	San Jose	BART Silicon Valley Phase II Extension	Dianne Feinstein (D) Alex Padilla (D)	Ro Khanna (D-CA-17) Zoe Lofgren (D-CA-19)	Santa Clara Valley Transportation Authority	New Starts	Heavy Rail	EPD Program	\$9,148	25%	\$2,287	\$225	\$2,062
Subtotal for EPD Project									\$11,958		\$2,989	\$225	\$2,764
54 CIG Pipeline Projects in Project Development													
AZ	Flagstaff	Transit Spine BRT	Kyrsten Sinema (D) Mark Kelly (D)	Tom O'Halleran (D-AZ-01)	Northern Arizona Intergovernmental Public Transportation Authority	Small Starts	BRT	PD	\$33	TBD	TBD	\$0	TBD
CA	Inglewood	Inglewood Transit Connector	Dianne Feinstein (D) Alex Padilla (D)	Maxine Waters (D-CA-43)	City of Inglewood	New Starts	Light Rail	PD	\$1,150	TBD	TBD	\$0	TBD
CA	Los Angeles	Restoration of Historic Streetcar in Downtown Los Angeles	Dianne Feinstein (D) Alex Padilla (D)	Jimmy Gomez (D-CA-34)	City of Los Angeles Department of Transportation	Small Starts	Streetcar	PD	\$296	34%	\$100	\$0	\$100
CA	Los Angeles	West Santa Ana Branch Corridor	Dianne Feinstein (D) Alex Padilla (D)	Jimmy Gomez (D-CA-34)	Los Angeles County Metropolitan Transportation Authority	New Starts	Light Rail	PD	\$4,900 - \$5,100	TBD	TBD	\$0	TBD
CA	Monterey	SURF! Highway 1 Busway and BRT	Dianne Feinstein (D) Alex Padilla (D)	Jimmy Panetta (D-CA-20)	Monterey-Salinas Transit	Small Starts	BRT	PD	\$55	73%	\$40	\$0	\$40
CA	Sacramento	Downtown Riverfront Streetcar Project	Dianne Feinstein (D) Alex Padilla (D)	Doris O. Matsui (D-CA-06)	Sacramento Regional Transit District	Small Starts	Streetcar	PD	\$117	43%	\$50	\$50	\$0
CA	San Bernardino	West Valley Connector BRT Project	Dianne Feinstein (D) Alex Padilla (D)	Pete Aguilar (D-CA-31) Norma J. Torres (D-CA-35)	San Bernardino County Transportation Authority	Small Starts	BRT	PD	\$263	33%	\$87	\$87	\$0
CA	San Francisco	Transbay Downtown Rail Extension Project	Dianne Feinstein (D) Alex Padilla (D)	Nancy Pelosi (D-CA-12)	Transbay Joint Powers Authority	New Starts	Commuter Rail	PD	\$4,400 - \$5,000	TBD	TBD	\$0	TBD
CO	Denver	Colfax Avenue Bus Rapid Transit	Michael F. Bennet (D) John W. Hickenlooper (D)	Diane DeGette (D-CO-1)	Regional Transportation District	New Starts	BRT	PD	\$200-\$300	TBD	TBD	\$0	TBD
CO	Fort Collins	West Elizabeth Corridor	Michael F. Bennet (D) John W. Hickenlooper (D)	Joe Neguse (D-CO-2)	City of Fort Collins	Small Starts	BRT	PD	\$74	TBD	TBD	\$0	TBD
FL	Miami	East-West Corridor Rapid Transit Phase 1 Project	Marco Rubio (R) Rick Scott (R)	Maria Salazar (R-FL-27) Frederica Wilson (D-FL-24)	Miami-Dade County Department of Transportation and Public Works	Small Starts	BRT	PD	\$281	33%	\$93	\$0	\$93
FL	Miami	Northeast Corridor Rapid Transit Project	Marco Rubio (R) Rick Scott (R)	Maria Salazar (R-FL-27) Frederica Wilson (D-FL-24)	Miami-Dade County Department of Transportation and Public Works	New Starts	BRT	PD	\$414	50%	\$207	\$0	\$207
FL	Orlando	SunRail Connector to the Orlando International Airport	Marco Rubio (R) Rick Scott (R)	Stephanie N. Murphy (D-FL-07) Val Butler Demings (D-FL-10)	Florida Department of Transportation	Small Starts	Commuter Rail	PD	\$175 - \$225	33%	\$75	\$0	\$75
FL	Tampa	Tampa Streetcar Extension and Modernization	Marco Rubio (R) Rick Scott (R)	Kathy Castor (D-FL-14)	City of Tampa	Small Starts	Streetcar	PD	\$235	43%	\$100	\$0	\$100
GA	Atlanta	Clayton Southlake BRT Project	Jon Ossoff (D) Raphael Warnock (D)	Nikema Williams (D-GA-5)	Metropolitan Atlanta Rapid Transit Authority	Small Starts	BRT	PD	\$338	44%	\$150	\$0	\$150



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(in millions)

State	City	Project	Senators	Representatives	Project Sponsor	Project Category	Project Type	Date of Grant Agreement	Total Project Cost	CIG Percent Share	Total CIG Funding	Total CIG Funding Allocated	CIG Funding Required Post-FY 2021
54 CIG Pipeline Projects in Project Development (continued)													
IL	Chicago	Red Line Extension	Dick Durbin (D) Tammy Duckworth (D)	Rep. Robin Kelly (D-IL-2)	Chicago Transit Authority	New Starts	Heavy Rail	PD	\$2,500	TBD	TBD	\$0	TBD
IN	Indianapolis	IndyGo Blue Line Rapid Transit	Todd Young (R) Mike Braun (R)	André Carson (D-IN-07)	Indianapolis Public Transportation Corporation	Small Starts	BRT	PD	\$220	45%	\$100	\$0	\$100
LA	Baton Rouge	TramLinkBR	Bill Cassidy (R) John Kennedy (R)	Troy Carter (LA-02) Garret Graves (R-LA-06)	City-Parish	Small Starts	Streetcar	PD	\$170	49%	\$84	\$0	\$84
MN	Rochester	Rochester Rapid Transit	Amy Klobuchar (D) Tina Smith (D)	Jim Hagedorn (R-MN-01)	The City of Rochester	Small Starts	BRT	PD	\$115	49%	\$56	\$0	\$56
MN	St. Paul	METRO Purple Line Bus Rapid Transit Project	Amy Klobuchar (D) Tina Smith (D)	Betty McCollum (D-MN-04)	Metropolitan Council	New Starts	BRT	PD	\$445	49%	\$218	\$0	\$218
NC	Chapel Hill	North-South Bus Rapid Transit	Richard Burr (R) Thom Tillis (R)	David E. Price (D-NC-04)	Chapel Hill Transit	Small Starts	BRT	PD	\$141	71%	\$100	\$0	\$100
NC	Raleigh	Wake Bus Rapid Transit: New Bern Avenue Project	Richard Burr (R) Thom Tillis (R)	Deborah Ross (D-NC-02)	City of Raleigh	Small Starts	BRT	PD	\$71	49%	\$35	\$35	\$0
NC	Raleigh	Wake Bus Rapid Transit (BRT) - Southern Corridor Project	Richard Burr (R) Thom Tillis (R)	Deborah Ross (D-NC-02)	City of Raleigh	Small Starts	BRT	PD	\$93 - \$126	49%	TBD	\$0	\$0
NC	Raleigh	Wake Bus Rapid Transit (BRT) - Western Corridor Project	Richard Burr (R) Thom Tillis (R)	Deborah Ross (D-NC-02)	City of Raleigh	Small Starts	BRT	PD	\$180	TBD	TBD	\$0	TBD
NJ-NY	Secaucus	Hudson Tunnel	Robert Menendez (D-NJ) Cory A. Booker (D-NJ) Charles E. Schumer (D-NY) Kirsten E. Gillibrand (D-NY)	Albio Sires (D-NJ-08) Jerrold Nadler (D-NY-10)	Gateway Program Development Corporation	New Starts	Commuter Rail	PD	\$12,685	44%	\$5,583	\$0	\$5,583
NV	Las Vegas	Maryland Parkway High Capacity Transit Project	Jacky Rosen (D) Catherine Cortez-Masto (D)	Dina Titus (D-NV-01)	Regional Transportation Commission of Southern Nevada	New Starts	BRT	PD	\$287	38%	\$97	\$0	\$97
NY	New York	Woodhaven Boulevard Select Bus Service	Charles E. Schumer (D) Kirsten E. Gillibrand (D)	Gregory W. Meeks (D-NY-05) Grace Meng (D-NY-06) Alexandria Ocasio-Cortez (D-NY-14)	New York City Department of Transportation	Small Starts	BRT	PD	\$259	38%	\$97	\$0	\$97
OH	Cleveland	MetroHealth Line Bus Rapid Transit project	Rob Portman (R) Sherrod Brown (D)	Shontel Brown (D-OH-11)	Greater Cleveland Regional Transit Authority	Small Starts	BRT	PD	\$50	40%	\$20	\$0	\$20
OH	Columbus	East Main Street Bus Rapid Transit Project	Rob Portman (R) Sherrod Brown (D)	Joyce Beatty (D-OH-03)	Central Ohio Transit Authority	Small Starts	BRT	PD	\$220-\$230	TBD	TBD	\$0	TBD
OH	Columbus	West Broad Street Bus Rapid Transit Project	Rob Portman (R) Sherrod Brown (D)	Joyce Beatty (D-OH-03) Mike Carey (R-OH-15)	Central Ohio Transit Authority	Small Starts	BRT	PD	\$180-\$190	TBD	TBD	\$0	TBD
OR	Portland	Southwest Corridor LRT	Ron Wyden (D) Jeff Merkley (D)	Suzanne Bonamici (D-OR-01) Earl Blumenauer (D-OR-03)	Tri-County Metropolitan Transportation District of Oregon	New Starts	Light Rail	PD	\$2,600 - \$2,800	50%	\$1,300 - \$1,400	\$0	\$1,300 - \$1,400
PA	King of Prussia	King of Prussia Rail Project	Robert P. Casey, Jr. (D) Patrick J. Toomey (R)	Pat Meehan (R-PA-07) Brendan Boyle (D-PA-13)	Southeastern Pennsylvania Transportation Authority	New Starts	Light Rail	PD	\$2,082	TBD	TBD	\$0	TBD
PA	Pittsburgh	Downtown-Uptown-Oakland-East End Bus Rapid Transit	Robert P. Casey, Jr. (D) Patrick J. Toomey (R)	Michael F. Doyle (D-PA-18)	Port Authority of Allegheny County	Small Starts	BRT	PD	\$250	40%	\$100	\$100	\$0
SC	Charleston	Lowcountry Rapid Transit	Tim Scott (R) Lindsey Graham (R)	Nancy Mace (R-SC-01) James E. Clyburn (D-SC-06)	Berkeley-Charleston-Dorchester Council of Government	New Starts	BRT	PD	\$388	TBD	TBD	\$0	TBD
TN	Memphis	Memphis Innovation Corridor Project	Marsha Blackburn (R) Bill Hagerty (R)	Steve Cohen (D-TN-01)	Memphis Area Transit Authority	Small Starts	BRT	PD	\$73	63%	\$46	\$0	\$46
TX	Austin	Blue Line Light Rail Transit Project	John Cornyn (R) Ted Cruz (R)	Chip Roy (R-TX-21) Lloyd Doggett (D-TX-35)	Capital Metropolitan Transportation Authority	New Starts	Light Rail	PD	\$2,000	TBD	TBD	\$0	TBD
TX	Austin	Expo Center Bus Rapid Transit Project	John Cornyn (R) Ted Cruz (R)	Chip Roy (R-TX-21) Roger Williams (R-TX-25) Lloyd Doggett (D-TX-35)	Capital Metropolitan Transportation Authority	Small Starts	BRT	PD	\$36	50%	\$18	\$0	TBD
TX	Austin	Initial Investment of the Orange Line Light Rail Transit Project	John Cornyn (R) Ted Cruz (R)	Michael McCaul (R-TX-10) Pete Sessions (R-TX-17) Chip Roy (R-TX-21) Roger Williams (R-TX-25) Lloyd Doggett (D-TX-35)	Capital Metropolitan Transportation Authority	New Starts	Light Rail	PD	\$3,800	TBD	TBD	\$0	TBD



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State	City	Project	Senators	Representatives	Project Sponsor	Project Category	Project Type	Date of Grant Agreement	Total Project Cost	CIG Percent Share	Total CIG Funding	Total CIG Funding Allocated	CIG Funding Required Post-FY 2021
54 CIG Pipeline Projects in Project Development (continued)													
TX	Austin	Pleasant Valley Bus Rapid Transit Project	John Cornyn (R) Ted Cruz (R)	Chip Roy (R-TX-21) Roger Williams (R-TX-25) Lloyd Doggett (D-TX-35) Al Green (D-TX-09)	Capital Metropolitan Transportation Authority	Small Starts	BRT	PD	\$37	50%	\$18	\$0	\$18
TX	Houston	University Corridor Bus Rapid Transit Project	John Cornyn (R) Ted Cruz (R)	Lizzie Fletcher (D-TX-07) Dan Crenshaw (R-TX-02) Sheila Jackson Lee (D-TX-18) Sylvia Garcia (D-TX-29)	Metropolitan Transit Authority of Harris County	New Starts	BRT	PD	\$1,560	60%	\$936	\$0	\$936
TX	San Antonio	Advanced Rapid Transit North/South Corridor Project	John Cornyn (R) Ted Cruz (R)	Joaquin Castro (D-TX-20) Chip Roy (R-TX-21) Lloyd Doggett (D-TX-35)	VIA Metropolitan Transit	New Starts	BRT	PD	\$320	50%	\$160	\$0	\$160
TX	Waco	Waco Rapid Transit Corridor	John Cornyn (R) Ted Cruz (R)	Pete Sessions (R-TX-17)	Waco Transit System	Small Starts	BRT	PD	\$18 - \$19	<i>TBD</i>	<i>TBD</i>	\$0	<i>TBD</i>
UT	Salt Lake Co.	Midvalley Connector Project	Mike Lee (R) Mitt Romney (R)	Burgess Owens (R-UT-04)	Utah Transit Authority	Small Starts	BRT	PD	\$106	48%	\$51	\$0	\$51
VA	Alexandria	West End Transitway	Mark R. Warner (D) Tim Kaine (D)	Donald S. Beyer, Jr. (D-VA-08)	City of Alexandria	Small Starts	BRT	PD	\$119 - \$140	<i>TBD</i>	<i>TBD</i>	\$0	<i>TBD</i>
VA	Northern Virginia	Northern Virginia Core Capacity Project	Mark R. Warner (D) Tim Kaine (D)	Donald S. Beyer, Jr. (D-VA-08) Eleanor Holmes Norton (D-DC-At Large)	Virginia Passenger Rail Authority	Core Capacity	Commuter Rail	PD	\$2,415	<i>TBD</i>	<i>TBD</i>	\$0	<i>TBD</i>
VA	Fairfax Co.	Richmond Highway BRT	Mark R. Warner (D) Tim Kaine (D)	Don Beyer (D-VA-08)	Fairfax County Department of Transportation	New Starts	BRT	PD	\$730	39%	\$285	\$0	\$285
WA	Everett	Swift Orange Line BRT	Patty Murray (D) Maria Cantwell (D)	Suzan K. DelBene (D-WA-01) Rick Larsen (D-WA-02)	Community Transit	Small Starts	BRT	PD	\$81	46%	\$37	\$37	\$0
WA	Seattle	Center City Connector	Patty Murray (D) Maria Cantwell (D)	Pramila Jayapal (D-WA-07)	Seattle Department of Transportation	Small Starts	Streetcar	PD	\$286	26%	\$75	\$50	\$25
WA	Seattle	Madison Street BRT	Patty Murray (D) Maria Cantwell (D)	Pramila Jayapal (D-WA-07) Adam Smith (D-WA-09)	Seattle Department of Transportation	Small Starts	BRT	PD	\$118	47%	\$60	\$60	\$0
WA	Seattle	RapidRide I Line	Patty Murray (D) Maria Cantwell (D)	Kim Schrier (D-WA-08) Adam Smith (D-WA-09)	King County Metro	Small Starts	BRT	PD	\$141	47%	\$67	\$0	\$67
WA	Seattle	RapidRide J Line Bus Rapid Transit	Patty Murray (D) Maria Cantwell (D)	Suzan K. DelBene (D-WA-01) Adam Smith (D-WA-09)	King County Metro	Small Starts	BRT	PD	\$121	50%	\$60	\$0	\$60
WA	Seattle	RapidRide K Line Bus Rapid Transit	Patty Murray (D) Maria Cantwell (D)	Suzan K. DelBene (D-WA-01) Adam Smith (D-WA-09)	King County Metro	Small Starts	BRT	PD	\$90	<i>TBD</i>	<i>TBD</i>	\$0	<i>TBD</i>
WA	Tacoma	Pacific Avenue/State Route 7 BRT	Patty Murray (D) Maria Cantwell (D)	Derek Kilmer (D-WA-06) Marilyn Strickland (D-WA-10)	Pierce Transit	Small Starts	BRT	PD	\$170	44%	\$75	\$0	\$75
WI	Madison	Madison East-West BRT	Ron Johnson (R) Tammy Baldwin (D)	Mark Pocan (D-WI-02)	City of Madison	Small Starts	BRT	PD	\$160	50%	\$80	\$0	\$80
<i>Subtotal for PD projects</i>									\$49,486		\$26,912	\$419	\$26,493
Subtotal for all CIG projects									\$107,024		\$49,064	\$9,273	\$39,790
Unallocated Core Capacity (FY 2021)													\$100
Unallocated New Starts													\$0
Unallocated Small Starts (FY 2021)													\$27
Unallocated EPD Pilot (FY 2021)													\$100
Subtotal for Remaining Unallocated FY 2021 Funding													\$227
Total													\$39,563

Sources: Federal Transit Administration website (last updated March 7, 2022), FTA press releases, and other FTA information.