



AMERICAN PUBLIC TRANSPORTATION ASSOCIATION
FACT SHEET
PRESIDENT’S FY 2025 BUDGET REQUEST:
DEFINITION OF ASSOCIATED TRANSIT IMPROVEMENT (SHARED MICROMOBILITY)
May 29, 2024

Summary

On March 11, 2024, President Joseph Biden released his Fiscal Year (FY) 2025 Budget Request, outlining his Administration’s priorities for Federal Transit Administration (FTA) programs for FY 2025. When combined with the advance appropriations included in the Infrastructure Investment and Jobs Act (IIJA), the President requests **\$21.1 billion** for public transit in FY 2025. In addition, the Budget includes a policy proposal to enable public transit agencies to use FTA funds to support micromobility systems.

Specifically, the President’s FY 2025 Budget proposes to revise the definition of “associated transit improvement” to include the capital costs of shared micromobility devices and systems, such as bicycles and scooters.

APTA Recommendation

- **Urge Congress to amend the definition of “associated transit improvement” to include the capital costs of shared micromobility devices and systems, such as bicycles and scooters, by adopting section 169A of the President’s FY 2025 Budget Request.**

On April 7, 2024, the APTA Legislative Steering Committee unanimously agreed to support this provision, as outlined in President Biden’s FY 2025 Budget Request.

APTA Actions

- **APTA will urge Congress to adopt section 169A of the President’s FY 2025 Budget Request in its letter to Senate and House Committee on Appropriations leaders outlining APTA’s priorities for the THUD Appropriations bill.**

Background

Under 49 U.S.C. § 5302(2), an “associated transit improvement” is defined as “projects that are designed to enhance public transportation service and that are physically or functionally related to transit facilities.” Eligible projects include historic preservation, rehabilitation, and operation of historic public transportation buildings, structures, and facilities; bus shelters; landscaping and streetscaping; pedestrian access; signage; and enhanced access for persons with disabilities.

In addition, bicycle access, including bicycle storage shelters and parking facilities and the installation of equipment for transporting bicycles on public transportation vehicles, is eligible



for funding. However, current law does not allow for the purchase of shared use bicycles or other micromobility devices (e.g., scooters).

Section 169A of the President’s FY 2025 Budget Request proposes to expand the definition of associated transit improvement to include the “capital costs of shared use micromobility projects, including bicycles, scooters, and bicycle or scooter share systems.”¹

According to the U.S. Department of Transportation, “this new provision would enable FTA grant recipients to directly fund shared micromobility systems, or those that use small, low-speed, human- or electric-powered transportation devices, including bicycles, scooters, and other small, lightweight wheeled conveyances, that are shared among users.”² Micromobility allows users to make easier connections to public transit from their origin and destination points, expanding the footprint of transit and lowering the bar to entry for transit. By improving access to public transit, shared-use micromobility can reduce greenhouse gas emissions and improve equitable access to opportunities.

¹ See Office of Management and Budget, [Appendix, Budget of the U.S. Government Fiscal Year 2025, U.S. Department of Transportation](#) (March 11, 2024) at 888.

² U.S. Department of Transportation, [FY 2025 Budget Highlights](#), at 45.