



Legislative and Executive Update

This year, APTA is focused on four major initiatives:

- **analyzing the impacts of Trump Administration Executive Actions on public transportation;**
- **aggressively advocating for public transportation investments** in the Fiscal Year (FY) 2026 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill (THUD Appropriations bill);
- **developing, adopting, and advocating for APTA's Surface Transportation Authorization Recommendations;** and
- **carrying out a holistic advocacy outreach effort** focused on specific Members of Congress.

Analyzing the Impacts of Trump Administration Executive Actions on Public Transportation

Since January 20, President Trump has issued more than 150 Executive Orders, memoranda, and proclamations to carry out his Administration's policy goals and agenda. Many of these directives, together with U.S. Department of Transportation (DOT) actions, impact public transportation agencies and businesses.

APTA monitors these actions daily, and has created an [Executive and Regulatory Actions Tracker](#) that includes real-time updates and summaries regarding the President's Executive Orders and other Administration activities that impact the public transportation industry. Since January 20, APTA staff has held a series of events to discuss the impacts of executive actions on the public transportation industry, funding, and current projects, including hosting a webinar for 1,600 APTA members.

Aggressively Advocating for Public Transportation Investments in the FY 2026 THUD Appropriations Bill

In March 2025, Congress enacted the [Full-Year Continuing Appropriations and Extensions Act, 2025](#) (P.L. 119-4) to avoid a shutdown and fund the government for the remainder of the fiscal year.

In general, the full-year Continuing Resolution (CR) funds government programs, including programs of the THUD Appropriations Act, through September 30 at the same levels as FY 2024.

The CR, together with Infrastructure Investment and Jobs Act (IIJA) advance appropriations, provides **\$20.9 billion for public transit and \$16.2 billion for passenger rail in FY 2025**. Under the Act, total public transit investment increases less than one percent and total passenger rail funding decreases less than one percent. The CR does not include funding for new earmarks. (The FY 2024 THUD Appropriations Act included \$207 million in earmarks for transit projects and \$99 million for rail safety projects, which are not affected by this CR.)

Public Transit

The CR, together with IIJA advance appropriations, provides **\$20.9 billion for public transit in FY 2025**, an increase of **\$82 million (0.4 percent)** from the FY 2024 enacted level. This total funding represents **95 percent** of the amount authorized in the IIJA.

The CR includes a special provision to allow public transit formula and competitive grant funding (i.e., contract authority funded by the Mass Transit Account of the Highway Trust Fund) to increase by \$289 million as provided by the IIJA.

The Act and IIJA also provide **\$3.8 billion for Capital Investment Grants (CIG)**, equal to the FY 2024 enacted level. Currently, communities are requesting more than **\$35 billion** of CIG funds to construct 61 projects in 25 states. View [APTA's CIG Project Pipeline Dashboard](#).

The legislation retains important policy provisions enacted in the FY 2024 THUD Appropriations Act. First, it blocks the Rostenkowski Test, preventing a possible across-the-board cut of FY 2025 transit formula funds to each public transit agency. It also prohibits DOT from impeding or hindering a project from advancing or approving a project seeking a CIG Federal share of more than 40 percent. Finally, the legislation authorizes projects in the Expedited Project Delivery for CIG Pilot Program to be eligible for funding under the CIG program without further evaluation or rating.

View [APTA's Public Transit Funding Table for FY 2025](#).

Passenger Rail

The CR, together with IIJA advance appropriations, provides **\$16.2 billion for passenger and freight rail in FY 2025**, a decrease of **\$99 million (-0.6 percent)** from the FY 2024 enacted level. This total funding represents **78 percent** of the amount authorized in the IIJA.

The CR and IIJA provide a total of \$16.2 billion for passenger rail investments, including:

- \$7.3 billion for Federal-State Partnership for Intercity Passenger Rail grants;
- \$6.8 billion for Amtrak grants (\$4.5 billion for National Network grants and \$2.3 billion for the Northeast Corridor);
- \$1.1 billion for Consolidated Rail Infrastructure and Safety Improvement (CRISI) grants; and
- \$600 million for Railroad Crossing Elimination grants.

The CR retains important policy provisions enacted in FY 2024 THUD Appropriations Act, including authorizing CRISI grants for commuter railroad projects that implement or sustain positive train control systems. It also authorizes CRISI grants for passenger rail planning and project development activities (e.g., preliminary engineering).

View [APTA's Passenger Rail Funding Table for FY 2025](#).

BUILD Grants and U.S. Department of Transportation Policy Provisions

The CR and IIJA provide **\$1.8 billion** for Better Utilizing Investments to Leverage Development (BUILD) competitive grants for surface transportation projects, including public transportation and multi-modal projects.

The CR retains a provision that prohibits DOT from enforcing a mask mandate in response to the COVID-19 virus in FY 2025.

For FY 2026, APTA urges Congress and the Trump Administration to fully fund public transportation in accordance with the IIJA. Specifically, we urge Congress and the Administration to provide at least \$22.3 billion for public transit and \$21 billion for passenger rail in FY 2026.

Developing, Adopting, and Advocating for APTA's Surface Transportation Authorization Recommendations

The IIJA authorizes public transit, passenger rail, and other DOT programs through FY 2026. The Legislative Committee is soliciting recommendations from APTA members to help the Committee identify, develop, and prioritize proposals for the next Surface Transportation Authorization bill. The Legislative Committee will consider packages of proposals at each major APTA Conference in 2025. It is APTA's intent to have a final package of recommendations by the fall.

On April 28, 2025, APTA submitted its initial [Surface Transportation Authorization Recommendations](#) to the House Committee on Transportation and Infrastructure (T&I Committee). APTA's *Recommendations* include legislative proposals approved by the APTA Legislative Committee on December 5, 2024, and April 6, 2025. The T&I Committee accepted stakeholder legislative recommendations through April 30. In addition to outlining broad public transit and passenger rail investment objectives, APTA's *Recommendations* include legislative proposals regarding innovative finance and tax; programmatic structure and streamlining; project delivery; and regulatory reform.

The Legislative Committee continues to solicit recommendations from APTA members to help the Committee identify, develop, and prioritize proposals for the next Surface Transportation Authorization bill. If you have any recommendations that you would like to forward to the Legislative Steering Committee and Legislative Committee for consideration, please fill out [APTA's Surface Transportation Authorization Form](#). APTA's Legislative Committee will consider additional recommendations at both the Legislative Conference and Rail Conference in May and June, respectively.

The T&I Committee has also begun accepting recommendations from House Representatives. The T&I Committee portal for specific recommendations from Representatives will be open until May 30, 2025. We urge APTA members to encourage your Representatives to submit specific APTA Recommendations to the T&I Committee portal. In addition, the Senate authorizing committees are at the early stages of the authorization process and are likely to accept stakeholder proposals at least through the summer or fall of 2025.

Carrying Out a Holistic Advocacy Outreach Effort

Finally, APTA is carrying out a holistic outreach effort focused on specific Members of Congress, particularly key transportation leaders. This initiative involves the meticulous identification of key transportation lawmakers and the execution of a coordinated advocacy campaign, together with APTA members, aimed at advancing APTA's key objectives. This strategy is focused on grassroots advocacy, and we urge APTA members to:

- use APTA's Action Center for targeted advocacy campaigns;
- utilize APTA's [Industry Footprint](#) to highlight the breadth of public transportation providers, businesses, and funding in your community and State;
- encourage APTA public transit agencies to use APTA's [My Economic Impact Tool](#) to calculate the economic impact of your transit service;
- engage Voices for Public Transit advocates for targeted advocacy campaigns; and
- create local media campaigns (e.g., videos, editorials, letters to the editor).

We strongly encourage all APTA members to meet with their Members of Congress to:

- **outline the economic impact of public transportation in your communities;**
- **urge Congress to fully fund public transportation in the FY 2026 THUD Appropriations bill; and**
- **build upon current public transit and passenger rail investment levels in the next Surface Transportation Authorization Act.**

For example, in early March, several APTA agency and business member leaders came to Washington, DC, to meet with Senators and Representatives to discuss how public transportation investment impacts the U.S. economy and creates and sustains millions of family-wage jobs.

During meetings, APTA members emphasized how **77 percent of Federal funding for public transportation flows to the private sector**. Sustained Federal funding is essential to provide the business certainty to continue to grow private-sector investment and onshore more industry manufacturers. Participants also highlighted the critical role that public transit agencies play in getting people to work, medical appointments, and recreation.

In addition, [APTA sent a letter](#) to all 541 Members of Congress to discuss the benefits of public transportation to the U.S. economy, noting that **every \$1 billion invested creates or sustains 50,000 family-wage jobs** in manufacturing, technology, and services.

We urge all APTA members to tell your stories of the difference that these public transit and passenger rail investments are making in the lives of people in your communities.