



American Public Transportation Association

Business Member Legislative and Transit Board Members Legislative Subcommittees Agenda

**Sunday, March 12, 2023
9:15 a.m. - 10:15 a.m. ET**

**Grand Hyatt Washington
Room: Penn Quarter AB**

1. Welcome and Call to Order—

Brian Tynan, Business Member Legislative Subcommittee, Chair
Beth Holbrook, Transit Board Members Legislative Subcommittee, Chair

**2. 118th Congress Congressional Outreach Update—Melissa Mejias, Sr. Legislative Representative,
APTA Government Affairs and Advocacy**

3. Capital Investment Grants (CIG) Outreach—Beth Holbrook

4. Work Plan Discussion—Brian Tynan

- a. APTA Capitol Hill Advocacy Afternoon and APTA Annual Fly-In
- b. Local Public Transit Story Telling—Bill Maroni, Senior Strategist, Executive Communications, APTA Communications and Marketing
- c. APTA Site Visit Tool Kit—TJ Doyle, Vice President, APTA Communications and Marketing
- d. APTA's Advocacy Tools—Matt Dickens, Director, Policy and Research Development, APTA Government Affairs and Advocacy

e. Voices for Public Transit, Small Business Network—TJ Doyle

5. Regulatory Update— Melissa Mejias, Sr. Legislative Representative, APTA Government Affairs and Advocacy
6. Open Discussion
7. Adjourn

ENCLOSED DOCUMENTS

- APTA Legislative Update (03.03.2023)
- APTA FY 2024 THUD Appropriations Bill Talking Points (03.13.2023)
- APTA Policy Brief, *RAISE Grants Are Critical for Public Transportation Projects* (02.28.2023)
- APTA Executive Summary of Build America, Buy America Act (03.08.2023)
- APTA Policy Brief, *Public Transportation Ridership Update* (03.06.2023)
- APTA Workforce Shortage Synthesis Report Executive Summary
- APTA Capital Investment Grant Project Pipeline Dashboard (02.07.2023)
- APTA 2022 Fact Book Infographic (03.13.2023)
- APTA LEG. CONF. Palm Card (03.13.2023)
- APTA Advocacy Tools Fact Sheet, *New Congress, New Tools!* (03.13.2023)



Legislative Update

This year, APTA is focused on three major initiatives:

- **aggressively advocating for public transportation investments** in the Fiscal Year (FY) 2024 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill (THUD Appropriations bill);
- **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 the Inflation Reduction Act** (P.L. 117-169); and
- **carrying out a holistic advocacy outreach effort** to every new and returning Member of Congress in the 118th Congress.

Aggressively Advocating for Public Transportation Investments in the FY 2024 THUD Appropriations Bill

In December 2022, Congress enacted the Consolidated Appropriations Act, 2023 (P.L. 117-328), which includes the FY 2023 THUD Appropriations Act (Division L). The THUD Appropriations Act appropriates an overwhelming majority of public transit and passenger rail authorizations of the Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law.

Specifically, the THUD Appropriations Act, together with the advance appropriations of the IIJA, provides a total of **\$21.2 billion** for public transit in FY 2023, an increase of \$704 million from the FY 2022 enacted level. This total appropriation is \$66 million less than the total amount authorized in the IIJA. The THUD Appropriations Act and IIJA also include **\$16.6 billion** for passenger and freight rail, an increase of \$69 million from the FY 2022 enacted level. This total appropriation is \$3.2 billion less than the amount authorized in the IIJA. In addition, the Consolidated Appropriations Act and IIJA allocate **\$2.3 billion** for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) competitive grants and **\$214 million** for the Federal Transit Administration's (FTA) Public Transportation Emergency Relief Program (49 U.S.C. § 5324) to provide financial assistance for public transit systems affected by major declared disasters.

This year, APTA urges Congress and the Biden-Harris Administration to harness the potential of the Bipartisan Infrastructure Law by fully funding public transportation in the FY 2024 THUD Appropriations bill. Specifically, we urge Congress and the Administration to:

- **provide at least \$21.6 billion for public transit and \$20.2 billion for passenger rail in FY 2024;**
- **streamline project delivery by enacting commonsense regulatory reforms** (e.g., expediting Capital Investment Grant (CIG) review; simplifying Commercial Driver's License requirements); and
- **create a new Mobility Innovation and Technology Initiative** to integrate new mobility solutions into public transit networks. In APTA's 2019 Surface Transportation Authorization Recommendations, we recommended a new Mobility Initiative as a top priority. Regrettably, Congress did not enact it as part of the IIJA, and we urge Congress to advance this Mobility Initiative in the 118th Congress.

***Working to Ensure Successful Implementation of
the Infrastructure Investment and Jobs Act
and the Inflation Reduction Act***

IIJA

On November 15, 2021, President 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 investments include \$91.2 billion of guaranteed funding (i.e., contract authority and advance appropriations) and \$17.0 billion of General Fund authorizations for CIG and other 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 billion of guaranteed funding (advance appropriations) and \$36.1 billion of General Fund authorizations for Amtrak and other programs. In addition, the IIJA includes significant funding for multimodal investments (e.g., Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Mega grants) that include public transit and passenger rail as essential elements.

APTA is actively working with the U.S. Department of Transportation (DOT) toward successful implementation of the IIJA. In the first 15 months since enactment of the legislation, **DOT has advanced competitive grants totaling more than \$30 billion that include public transit and passenger rail eligibility.** DOT and its modal agencies have awarded **\$8.6 billion** for Low and No Emission Bus grants, Buses and Bus Facilities grants, RAISE grants, and other programs. In addition, DOT and its agencies have issued Notices of Funding Opportunities (NOFOs) for **\$21.5 billion** of additional competitive grants that include public transportation eligibility.

In addition, DOT, FTA, the Federal Railroad Administration, and other agencies have issued Notices of Proposed Rulemaking, Guidance, Dear Colleague letters, and Requests for Information regarding IIJA implementation. APTA has actively engaged in this regulatory process and provided numerous comments on IIJA implementation, including comments on Buy America, CIG, Public Transportation Agency Safety Plan Safety Requirements, and Railroad Capital Projects.

To assist APTA members in tracking IIJA funding apportionments and competitive grant opportunities and policy actions, APTA has developed a [Smart Guide to the Bipartisan Infrastructure Law and Inflation Reduction Act](#). The APTA Smart Guide includes funding and apportionment tables, section-by-section analyses, and DOT guidance, regulations, and NOFOs. The Smart Guide also includes advocacy and media toolkits to help APTA members tell their Bipartisan Infrastructure Law success stories. In addition, APTA has developed a [Regulatory Matrix](#) to track all regulatory and other administrative actions.

Inflation Reduction Act

On August 16, 2022, President Biden signed the Inflation Reduction Act of 2022 into law. The Act incorporates numerous important provisions that benefit public transportation, including alternative fuel tax credits and significant new investments in climate, zero-emission technology, equity, and environmental streamlining. The Inflation Reduction Act:

- extends the excise tax credits for alternative fuels, biodiesel, and renewable diesel;
- expands and substantially restructures the alternative fuel vehicle property credit;
- establishes a new commercial clean vehicle tax credit; and
- provides significant new investments in climate, zero-emission technology, equity, and environmental review, including \$27 billion for a Greenhouse Gas Reduction Fund; \$3.2 billion for Neighborhood Access and Equity Grants; and \$2 billion for Low-Carbon Transportation Materials Grants.

APTA is actively working with DOT, the U.S. Department of the Treasury, and the Environmental Protection Agency (EPA) on efficient implementation of the Inflation Reduction Act. In particular, APTA is focused on successful delivery of the new commercial clean vehicle tax credit and the new grant programs. Section 13403 of the Act creates a new tax credit (up to \$40,000) for commercial clean vehicles (e.g., zero-emission buses). Commercial clean vehicles include battery electric and fuel cell vehicles. This 10-year tax credit took effect in 2023. The section requires the Secretary of the Treasury to issue regulations or guidance as necessary to implement the provision. APTA is actively working to ensure that public transit agencies may benefit from this provision and receive a direct payment in lieu of a tax credit.

APTA is also working with agencies on implementation of several new programs created by the Inflation Reduction Act. For example, APTA wants to ensure public transportation eligibility under the new **\$27 billion** Greenhouse Gas Reduction Fund, administered by EPA. Under the program, EPA will make competitive grants, loans, other financial assistance, and technical assistance

available to states and local governments to enable communities, particularly low-income and disadvantaged communities, to reduce or avoid greenhouse gas emissions and deploy or benefit from zero-emission technologies.

Carrying Out a Holistic Advocacy Outreach Effort to the New Congress

Finally, APTA is carrying out a comprehensive outreach effort to every new and returning Representative and Senator in the 118th Congress, including:

- Sending each Member of Congress, totaling 541 offices, a personalized packet that contains background information about the public transportation industry; a copy of their Congressional District or State Transit Industry Footprint; and APTA's legislative priorities.
- Meeting with each new Member of Congress to ensure that they understand our industry and APTA's priorities for the 118th Congress.
- Urging all APTA members to contact their new and returning Members of Congress to:
 - introduce themselves;
 - outline the role that public transportation plays in your community and the nation's economy; and
 - educate them on the need to harness the potential of the Bipartisan Infrastructure Law by fully funding public transportation in the FY 2024 THUD Appropriations bill.

In addition, we are launching a new advocacy strategy focused on grassroots outreach. As part of this effort, we continue to expand APTA's grassroots advocacy tools, such as APTA's Industry Footprint and Advocacy Engagement tools.



FY 2024 THUD Appropriations Bill

American Public Transportation Association

March 13, 2023

APTA urges Congress to harness the potential of the Bipartisan Infrastructure Law by fully funding public transportation in the FY 2024 THUD Appropriations bill.

Public transportation is a **\$79 billion** industry that directly employs **430,000** people and supports millions of private-sector jobs.

Specifically, **APTA urges Congress to provide at least \$21.6 billion for public transit and \$20.2 billion for passenger rail** in the Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill (when combined with the advance appropriations of the Bipartisan Infrastructure Law). These investments will help bring public transportation systems to a state of good repair and meet the mobility demands of communities.

For Capital Investment Grants (CIG), APTA requests that Congress provide **at least \$4.6 billion** to help our communities begin to address the backlog of demand for more mobility choices. Today, **81 projects** across the nation are seeking almost **\$46 billion** of CIG funds.

We also urge Congress to **streamline project delivery** by enacting commonsense regulatory reforms (e.g., expediting CIG review; simplifying Commercial Driver's License requirements). Finally, we encourage Congress to **create a new Mobility Innovation and Technology Initiative** to integrate new mobility solutions into public transit networks.



Every \$1 invested in public transportation generates \$5 in long-term economic returns.



Every \$1 billion invested in public transportation creates or sustains nearly 50,000 jobs across the entire economy.



Nearly 9 of 10 transit trips directly benefit the economy by bringing people to where they spend and earn money.

APTA urges Congress to:

- ✓ **Fully Fund Public Transportation in the FY 2024 THUD Appropriations bill;**
- ✓ **Streamline Project Delivery** by enacting commonsense regulatory reforms; and
- ✓ **Create a new Mobility Innovation and Technology Initiative** to integrate new mobility solutions into public transit networks.



RAISE Grants Are Critical for Public Transportation Projects

Key Takeaways

1. In Fiscal Year (FY) 2022, the U.S. Department of Transportation (US DOT) increased funding for public transit and passenger rail projects under the RAISE Grant Program.
2. However, the percentage of RAISE grant funds awarded for these projects in FY 2021 and FY 2022 remains significantly less than the historical average.
3. Although DOT has partially reoriented the RAISE Grant Program to multimodal priorities in the last two years, APTA strongly urges the Secretary of Transportation to direct a significantly greater percentage of RAISE grant funds to vital public transit and passenger rail projects.

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program, previously known as the Better Utilizing Investments to Leverage Development (BUILD) program and Transportation Investment Generating Economic Recovery (TIGER) program, provides critical funding for public transportation infrastructure investments.¹ Since 2009, the RAISE Grant Program has provided **\$12.1 billion** for critical surface transportation projects, including public transit and passenger rail investments. It has funded new public transit stations, streetcar lines, bus rapid transit projects, vehicle purchases, station renovations, transit signal priority systems, grade separations, and automated vehicle pilot projects. These projects not only help enhance mobility but also result in positive safety, environmental, equity, and economic benefits.

Historically, the total amount requested by RAISE grant applicants greatly exceeds the amount of funding available, exemplifying the competitive and successful nature of the grant program. US DOT typically is only able to fund five to 10 percent of requested funds. In 2022, Congress recognized both the demonstrated need and success of the program and provided a total of **\$2.275 billion** for RAISE grants in FY 2022 pursuant to the Infrastructure Investment and Jobs Act (IIJA) and the Transportation Housing and Urban Development, and Related Agencies Appropriations Act (THUD Appropriations Act), 2022.²

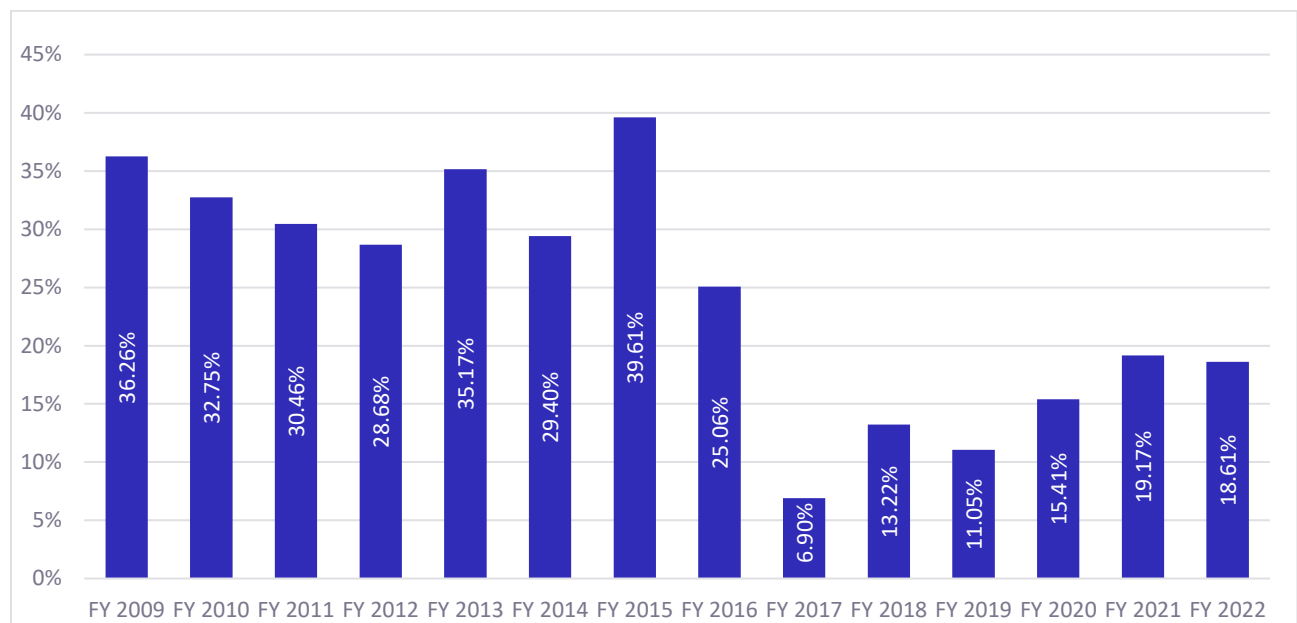
¹ Throughout this Brief, the program is generally referred to as the RAISE Grant program. From 2009-2017, the RAISE Grant program was named the TIGER Grant program. From 2018-2021, the program was named the BUILD Grant program.

² See IIJA, Division B, § 21202; (P.L. 117-58); THUD Appropriations Act, 2022, Division L (P.L. 117-103).

In August 2022, US DOT announced more than \$2.2 billion in RAISE capital grant awards to 166 projects in all 50 states, Puerto Rico, the Northern Mariana Islands, and the U.S. Virgin Islands.³ Of these funds, APTA estimates that US DOT provided **\$418 million to 31 public transportation-related capital projects**, equal to **18.6 percent** of available funding.⁴ The public transportation investment is, by percentage, slightly less than FY 2021 and greater than FY 2020.

However, this percentage of investment is significantly less than the historical average. From FY 2009 to FY 2016, the percentage of RAISE grants awarded to public transportation-related projects was **approximately 33 percent**. Following a sharp decrease in FY 2017, public transportation awards have seen steady growth, yet remain significantly below historical averages.

Percentage of RAISE Grants for Public Transportation-Related Projects



Program Background

Congress created the RAISE Grant Program as part of the American Recovery and Reinvestment Act of 2009 (ARRA) (P.L. 111-5). Under the program, US DOT awards competitive grants to public entities, including public transit agencies, local governments, Metropolitan Planning Organizations, state departments of transportation, and Indian Tribes. The following table outlines annual RAISE Grant appropriations and awards since 2009.

³ DOT, [Biden-Harris Administration Announces Funding for 166 Projects to Modernize Transportation Across the Country and Make it More Affordable, Increase Safety and Strengthen Supply Chains](#) (August 11, 2022).

⁴ Please note that many RAISE projects are multimodal. In calculating the percentage of public transportation-related projects, this analysis includes certain elements of projects that are not related to public transit. Figures expressed should be viewed as an upper bound of public transportation investment.

RAISE Grant Appropriations and Public Transportation-Related Projects

(Dollar amounts in millions)

Fiscal Year	RAISE Grant Appropriations	Total Project Grant Requests ⁵	Public Transportation Project Grant Requests	RAISE Grant Awards	Public Transportation Grant Awards
2009	\$1,500	\$56,907	\$10,255	\$1,498	\$543
2010	\$600	\$20,007	\$2,590	\$547	\$179
2011	\$527	\$14,087	\$2,786	\$511	\$156
2012	\$500	\$10,280	\$2,330	\$485	\$139
2013	\$474	\$9,052	\$1,686	\$458	\$161
2014	\$600	\$8,199	\$1,822	\$552	\$162
2015	\$500	\$10,075	\$2,109	\$485	\$192
2016	\$500	\$9,313	\$1,645	\$484	\$121
2017	\$500	\$6,147	\$968	\$487	\$18
2018	\$1,500	\$10,924	\$1,341	\$1,475	\$195
2019	\$900	\$9,624	\$1,028	\$883	\$118
2020	\$975	\$9,183	\$832	\$980	\$151
2021	\$1,000	\$10,300	\$1,588	\$953	\$183
2022	\$2,275	\$13,365	\$2,002	\$2,245	\$418

The RAISE Program—Recalibrating Priorities

Each administration emphasizes different priorities under the grant program. In April 2021, US DOT reconstituted the RAISE program and highlighted its priorities for grant awards:

Projects for RAISE funding will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, the Department will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change and create good-paying jobs.⁶

APTA believes that the reconstituted RAISE program and the Biden-Harris Administration's stated priorities provide an opportunity to restore the program to its intended purpose of awarding funding to critical multi-modal capital investments.

⁵ The amounts do not include planning projects for FY 2010, FY 2014, FY 2020, and FY 2021.

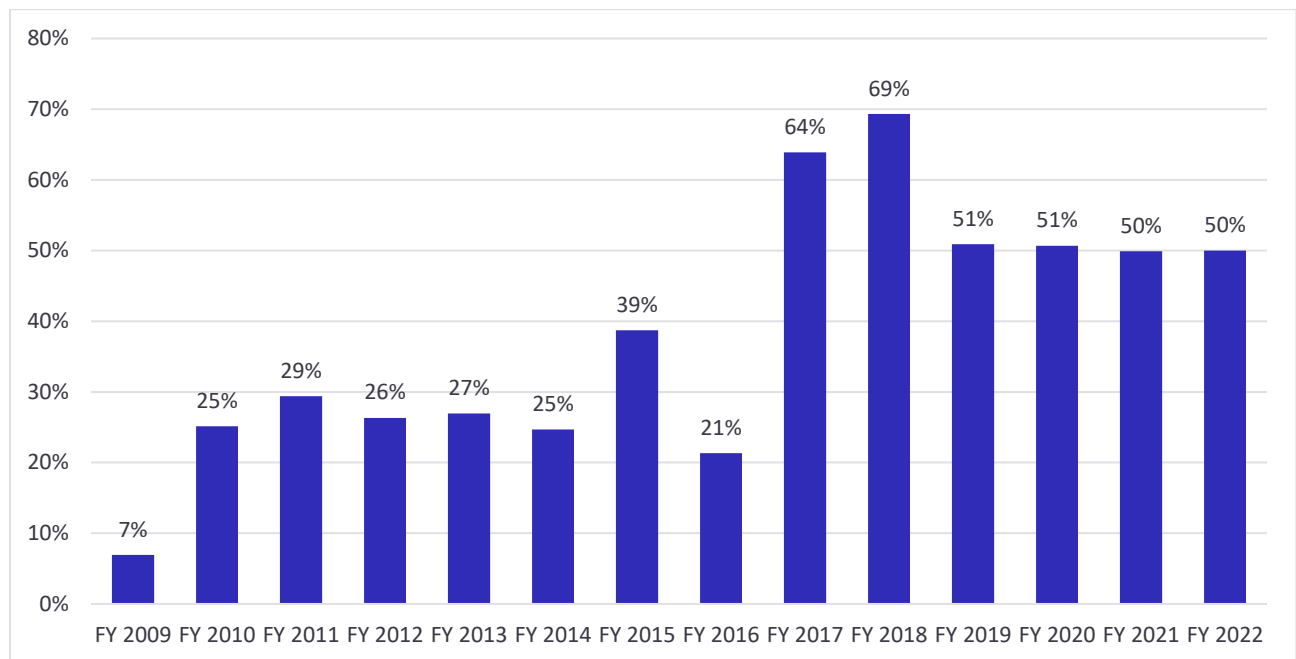
⁶ DOT, [U.S. Secretary of Transportation Pete Buttigieg Announces Availability of \\$1 Billion to Modernize and Create New American Infrastructure](#) (April 13, 2021).

In announcing the FY 2022 awards, US DOT noted:

Projects were evaluated on several criteria, including safety, environmental sustainability, quality of life, economic competitiveness and opportunity, partnership and collaboration, innovation, state of good repair, and mobility and community connectivity. With these areas, the Department considered how projects will improve accessibility for all travelers, bolster supply chain efficiency, and support racial equity and economic growth – especially in historically disadvantaged communities and areas of persistent poverty.⁷

US DOT has prioritized investments in equity and accessibility. For instance, according to US DOT, in FY 2022, two-thirds of all projects were awarded to regions of persistent poverty or historically disadvantaged communities.⁸ Pursuant to statutory requirements, the agency has also restored a more balanced urban-rural allocation of funds compared to the prior administrations.

Percentage of RAISE Grant Funds for Rural Projects



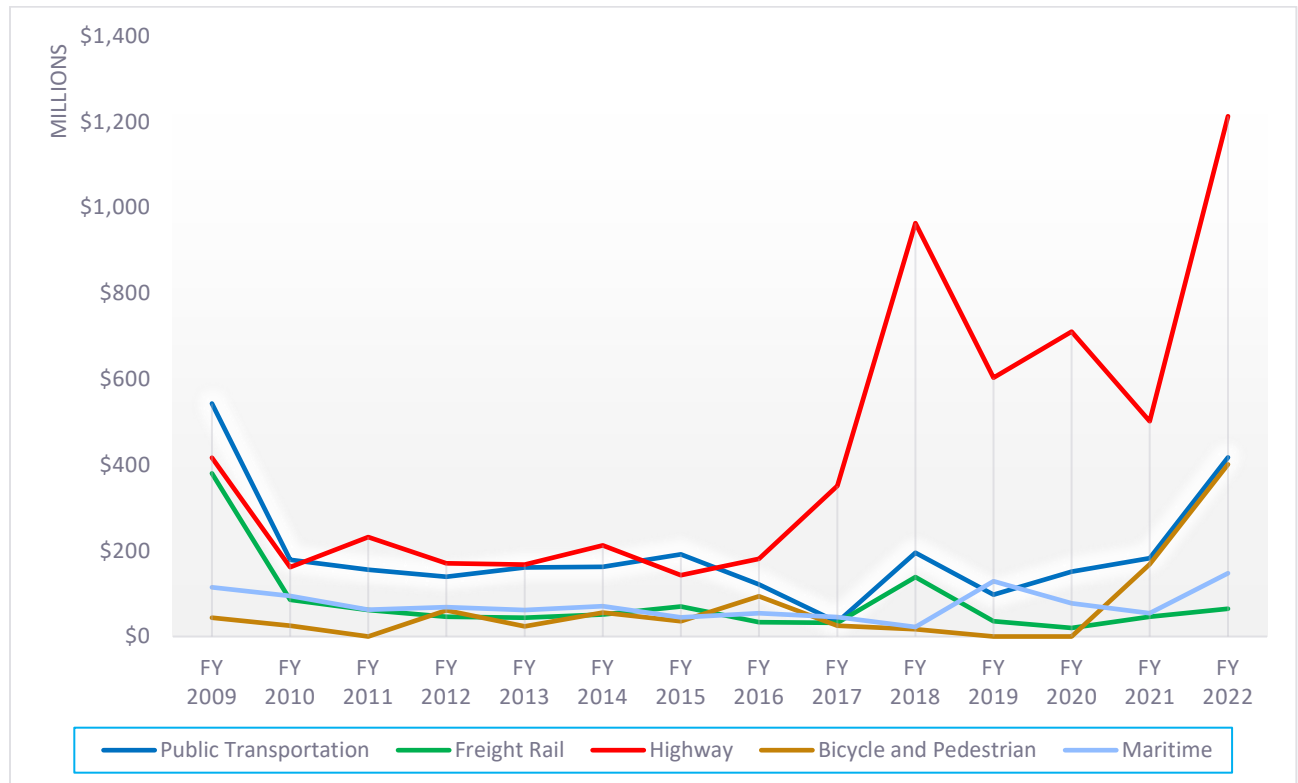
Awards for rural public transportation projects have significantly increased in recent years. For instance, in FY 2022, approximately one-third of total public transportation funds were awarded to rural public transportation projects. The FY 2022 RAISE grant awards included a historic investment in rural transit with 11 rural transit projects totaling almost \$130 million.

⁷ DOT, [Biden-Harris Administration Announces Funding for 166 Projects to Modernize Transportation Across the Country and Make it More Affordable, Increase Safety and Strengthen Supply Chains \(August 11, 2022\)](#).

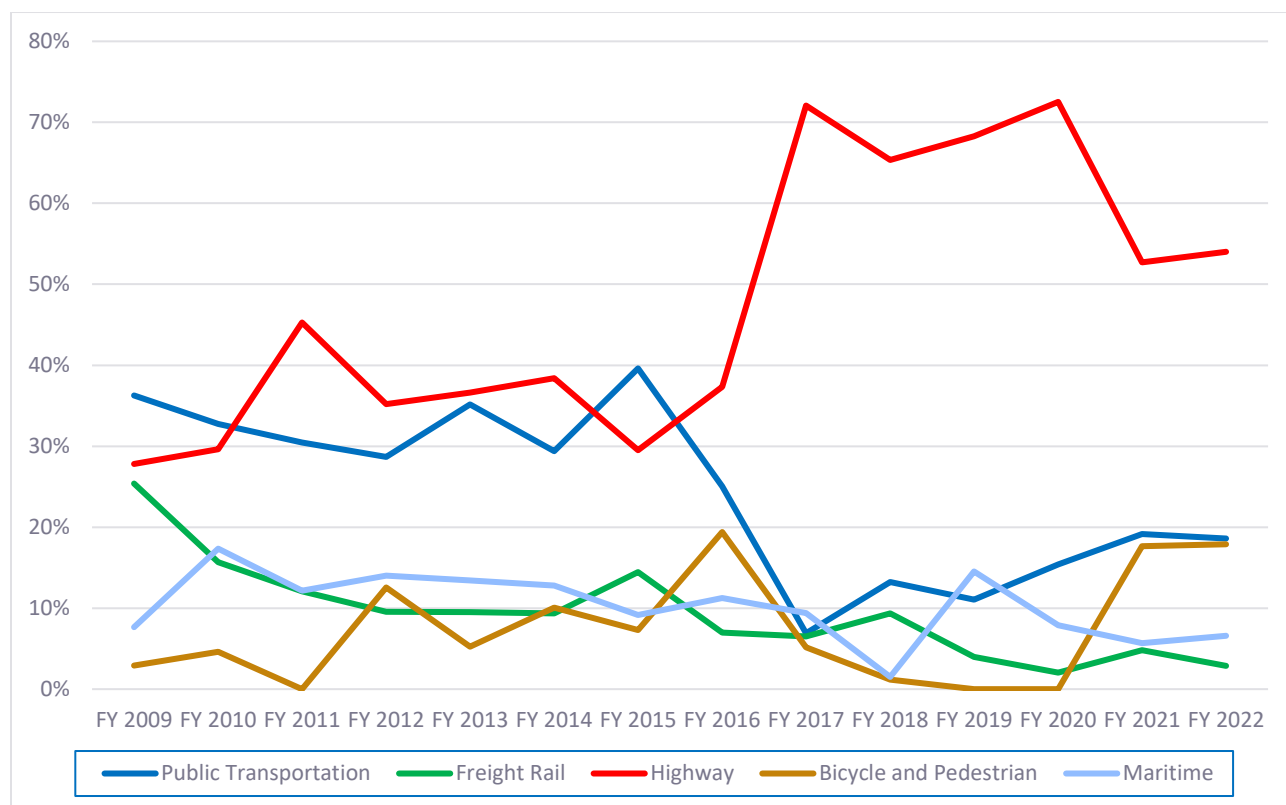
⁸ *Id.*

The following two graphs illustrate the increased dollar amount awarded to public transportation projects and the decreased percentage awarded to public transportation compared with highway projects.

Total RAISE Grants Awarded by Mode of Transportation



Percentage of RAISE Grants Awarded by Mode of Transportation



FY 2023 RAISE Grant Program

The IIJA authorizes and appropriates \$1.5 billion for RAISE grants in FY 2023.⁹ The THUD Appropriations Act, 2023 provides an additional \$800 million for the FY 2023 RAISE Grant Program.¹⁰ **In total, \$2.275 billion is currently available for RAISE grants in FY 2023.**

US DOT issued a Notice for Funding Opportunity (NOFO) for FY 2023 RAISE grants in December 2022 and revised its NOFO in February 2023.¹¹ Eligible capital projects include public transit, passenger rail, transit-oriented development (TOD) projects, and mobility on-demand projects that expand access to transportation and reduce transportation cost burden.¹² In addition, US DOT may use up to 20 percent of available funds (\$460 million) to pay the subsidy and administrative costs of a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) or Railroad Rehabilitation and Improvement Financing (RRIF) programs, particularly public transit and TOD projects.¹³

Under the IIJA, the minimum RAISE grant is \$5 million for projects in urban areas and \$1 million for projects in rural areas.¹⁴ The maximum RAISE grant award is \$25 million or \$45 million depending on the source of

⁹ IIJA, Division B, § 21202; 49 U.S.C. § 6702.

¹⁰ THUD Appropriations Act, 2023 (P.L. 117-328, Division L).

¹¹ DOT, Office of the Secretary of Transportation, [Notice of Funding Opportunity for the Department of Transportation's National Infrastructure Investments \(i.e., the Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) Grant Program\) under the Infrastructure Investment and Jobs Act \("Bipartisan Infrastructure Law, Amendment No. 2"\)](#) (February 3, 2023).

¹² *Id.* at 14-15.

¹³ *Id.* at 8-9.

¹⁴ There is no minimum award amount for IIJA planning grants or THUD Appropriations Act funds. *Id.* at 9.

fun ds.¹⁵ The federal share of RAISE Grants shall not exceed 80 percent unless the project is located in a rural area, a historically disadvantaged community, or an area of persistent poverty.¹⁶ Importantly, US DOT does not consider an applicant's cost share when evaluating applications on merit.¹⁷

Pursuant to statutory requirements, 50 percent (or \$1.15 billion) of RAISE grant funding will be provided for urban projects and 50 percent (or \$1.15 billion) will be provided for rural projects.¹⁸ Under RAISE Grant Program definitions, an urban project is a project located within an urbanized area that had a population greater than 200,000 in the 2010 Census and a rural project is a project located outside such area.¹⁹

The deadline for RAISE grant applications is February 28, 2023, and selections will be announced no later than June 28, 2023.²⁰

RAISE Grants Are Critical for Public Transportation Projects

The RAISE Grant Program is an extremely valuable resource for communities to carry out critical public transportation projects. In FY 2022, US DOT increased funding for public transit and passenger rail projects under the RAISE Grant Program, providing \$418 million for 31 public transportation projects. However, the percentage of RAISE grant funds awarded for public transportation-related projects remains significantly less than the historical average (approximately 33 percent).

The Biden-Harris Administration's reconstituted RAISE program and its stated priorities provide an opportunity to restore the program to its intended purpose of providing funding to critical multimodal capital investments. Public transportation projects directly address each of the Administration's key priorities, including improving racial equity, reducing the impacts of climate change, and creating good-paying jobs. Given the synergy of these priorities and public transportation, **APTA strongly urges the Secretary of Transportation to direct a significantly greater percentage of RAISE grant funds to vital public transit and passenger rail projects.**

¹⁵ *Id.* at 9.

¹⁶ *Id.* at 12.

¹⁷ *Id.* at 13.

¹⁸ *Id.* at 9.

¹⁹ *Id.* at 16-17.

²⁰ DOT, [Biden-Harris Administration Announces \\$1.5 Billion Available through the 2023 RAISE Grant Program](#) (December 15, 2022).

Sources

<https://www.congress.gov/bill/117th-congress/house-bill/3684/text>

<https://www.transportation.gov/BUILDgrants/about>

<https://www.transportation.gov/briefing-room/dot3218>

<https://www.transportation.gov/briefing-room/biden-harris-administration-announces-funding-166-projects-modernize-transportation>.

<https://www.transportation.gov/briefing-room/us-secretary-transportation-pete-buttigieg-announces-availability-1-billion-modernize>.

<https://www.transportation.gov/briefing-room/biden-harris-administration-announces-funding-166-projects-modernize-transportation>.

<https://www.transportation.gov/sites/dot.gov/files/2023-02/RAISE%202023%20NOFO%20Amendment2.pdf>.

<https://www.transportation.gov/briefing-room/biden-harris-administration-announces-15-billion-available-through-2023-raise-grant>.

The American Public Transportation Association (APTA)

The American Public Transportation Association is a nonprofit international association of 1,500 public- and private-sector organizations that represents a \$79 billion industry that directly employs 430,000 people and supports millions of private-sector jobs. APTA members are engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed passenger rail. This includes transit systems; planning, design, construction, and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. APTA is the only association in North America that represents all modes of public transportation. APTA members serve the public interest by providing safe, efficient, and economical transit services and products.

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APTA Vision Statement

APTA leads public transportation in a new mobility era,
advocating to connect and build thriving communities

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION
EXECUTIVE SUMMARY
INFRASTRUCTURE INVESTMENT AND JOBS ACT
BUILD AMERICA, BUY AMERICA IMPLEMENTATION
March 8, 2023

On November 15, 2021, President Joseph Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law, which includes a title addressing Buy America requirements for infrastructure projects.¹ Under the Build America, Buy America Act (BABA), each federal agency is required to “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.”

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
- For construction materials, that all manufacturing processes occurred in the U.S.²

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.

¹ P.L. 117-58, Division G, Title IX. 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* (Jan. 25, 2021).

² Please note that BABA 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.

Office of Management and Budget Guidance for Grants and Agreements

On February 9, 2023, the Office of Management and Budget (OMB) issued a proposed rule to revise OMB Guidance for Grants and Agreements.³ On March 8, OMB issued a correction to the notice indicating that OMB is issuing proposed guidance, not a proposed rule.⁴ OMB is proposing a new part 184 in 2 CFR chapter I to: support implementation of BABA provisions of the IIJA; clarify existing requirements to domestic preferences for procurements;⁵ and improve federal financial assistance management and transparency. This proposed guidance generally aligns with the OMB Initial Implementation Guidance.⁶

Comments are due Monday, March 13. On February 16, APTA, together with Coalition partners, sent a [letter](#) to OMB requesting that it provide for an additional 30 days (total of 60 days) for public comment on the proposed guidance until April 12, 2023. APTA is currently drafting comments to the proposed guidance.

DOT Proposed Waiver of Buy America Requirements for De Minimis Costs, Small Grants, and Minor Components

On May 19, 2022, the U.S. Department of Transportation (DOT) issued a temporary waiver of the BABA construction materials requirement. The waiver expired on November 10. On November 15, concurrent with a notice not to extend the temporary BABA waiver for construction materials and a proposed waiver for [contracts and solicitation](#), DOT published a notice seeking comment on whether it should use its authority, in accordance with § 70914(b)(1) of BABA, to grant a waiver in the public interest for the Buy America requirement for De Minimis Costs, Small Grants, and Minor Components.⁷

DOT proposed to waive BABA Buy America requirements for iron, steel, manufactured products, and construction materials under a single DOT financial assistance award for which:

- The total value of the non-compliant products is no more than the lesser of \$1 million or five percent of total allowable costs under the Federal financial assistance award;
- The size of the federal financial assistance award is below \$500,000; or
- The non-domestically produced miscellaneous minor components comprise no more than five percent of the total material cost of an otherwise domestically produced iron or steel product.

To date, DOT has not issued a final rule regarding this proposed waiver for De Minimis costs.

³ OMB, [Notice of Proposed Rule; Notification of Proposed Guidance](#), 88 Fed. Reg. 8374 (February 9, 2023).

⁴ OMB, [Guidance for Grants and Agreements Correction](#) (March 8, 2023).

⁵ [2 CFR 200.322](#)

⁶ OMB, Memorandum-22-11, [Initial Implementation Guidance on Application of Buy America Preference in Federal Financial Assistance Programs for Infrastructure](#) (April 18, 2022).

⁷ DOT, [Notice of Proposed Waiver of Buy America Requirements for De Minimis Costs, Small Grants, and Minor Components](#), 87 Fed. Reg. 68576 (November 15, 2022)

DOT Limited Waiver of Buy America Requirement for Construction Materials for Certain Contracts and Solicitations

On January 30, 2023, DOT issued a limited Waiver of Buy America Requirements for Construction Materials for Certain Contracts and Solicitation.⁸ The new waiver exempts construction materials used in federally funded infrastructure projects based on the date of grant obligation, the date of contract execution for materials, and other factors. Specifically, this waiver exempts BABA domestic preference requirements for construction materials for:

- Any contract entered into before November 10, 2022; and
- Any contract entered into on or after November 10, 2022, and before March 10, 2023, if the contract results from a solicitation published prior to May 14, 2022.

This waiver applies only to:

- DOT awards obligated on or after January 30, 2023; and
- For awards that are obligated on or after November 10, 2022, but prior to January 30, 2023, expenditures for construction materials incurred on or after January 30, 2023.

For contracts executed after May 14, 2022, the waiver does not apply to any construction materials that a contractor or subcontractor takes delivery of on or after October 1, 2024.

DOT Notice of Waiver of Buy America Requirements for Electric Vehicle Chargers

On February 21, 2023, the Federal Highway Administration (FHWA) published a notice establishing a temporary public interest waiver to waive BABA requirements for steel, iron, manufactured products, and construction materials in electric vehicle (EV) chargers.⁹ The temporary waiver is effective beginning March 23, 2023.

This short-term, temporary waiver enables EV charger acquisition and installation to immediately proceed while also ensuring the application of Buy America to EV chargers by the phasing out of the waiver in two phases. As of the effective date of this waiver, FHWA is also removing EV chargers from its existing general applicability waiver for manufactured products.

⁸ DOT, [Notice of Waiver of Buy America Requirements for Construction Materials for Certain Contracts and Solicitations](#) (January 30, 2023).

⁹ FHWA, [Notice of Temporary Waiver of Buy America Requirements for Electric Vehicle Chargers](#), 88 Fed. Reg. 10619 (February 21, 2023).



APTA Public Transportation Ridership Update

Key Takeaways

1. New variants of COVID-19, telework policies, and the related emergency stay-at-home orders have had a significant negative impact on ridership on public transportation in the United States beginning in March 2020.
2. After falling to 20 percent of pre-pandemic levels in April 2020, ridership has recovered to more than **70 percent** of pre-pandemic levels.
3. Success in ridership recovery has been dependent on transit service delivery and reliability and external factors, such as the makeup of local economies.
4. As illustrated during the pandemic, public transportation provides mobility to essential workers, which has sustained transit ridership over the past three years.

National Ridership Picture

The COVID-19 pandemic had an immediate and significant impact on public transportation ridership. Ridership declines began in mid-March 2020, coinciding with stay-at-home emergency orders in many cities and states across the country. Ridership declined to a low point of 10 to 40 percent of pre-pandemic levels in many cities. Since then, ridership has recovered at varying rates depending on the city and transit mode.

The structure and makeup of local economies impact the degree of ridership decline. Technology-focused economies with an existing and prominent work-from-home culture have noticed a steeper decline in ridership than those with more service industry jobs and essential workers who power the supply chain. Systems in college towns were also severely affected, as many universities closed and sent students home. Regions of the country that were hardest hit early in the pandemic (e.g., the Northeast, Seattle, and San Francisco Bay areas) had, in general, larger ridership drops than other areas of the country that saw the worst pandemic impacts later in 2020.

After a rapid decline in March and April 2020 to 19 percent of pre-pandemic levels, public transit ridership recovered quickly to approximately 37 percent of pre-pandemic ridership as of July 2020. National transit ridership remained at that approximate level until early 2021, rising to 42 percent of pre-pandemic levels by April 2021.

In April and May 2021, COVID-19 vaccines became widely available. The availability of vaccines resulted in another sustained increase in ridership, with national ridership rising from 42 percent in April to 53 percent in July 2021. During this time, data indicated that more people were returning to offices and starting to increase other types of outside-the-home activities.

Another surge in ridership growth occurred in September and October 2021. Many transit systems that served universities reported significant gains in fall and winter 2021 as students returned to campus. More employees returned to their offices during this time, though the uptake was tempered by the surge in COVID-19 cases due to the Delta variant.

Ridership remained steady through December 2021, when it stood at 58 percent of pre-pandemic ridership. In December, the COVID-19 surge due to the Omicron variant led to reduced travel, and it also had significant impacts on public transportation workforces and services. Many agencies reported difficulty with service reliability because of the number of operators, mechanics, and other transit workers required to stay at home because of COVID. Ridership dropped to 49 percent of pre-pandemic levels in early January 2022.

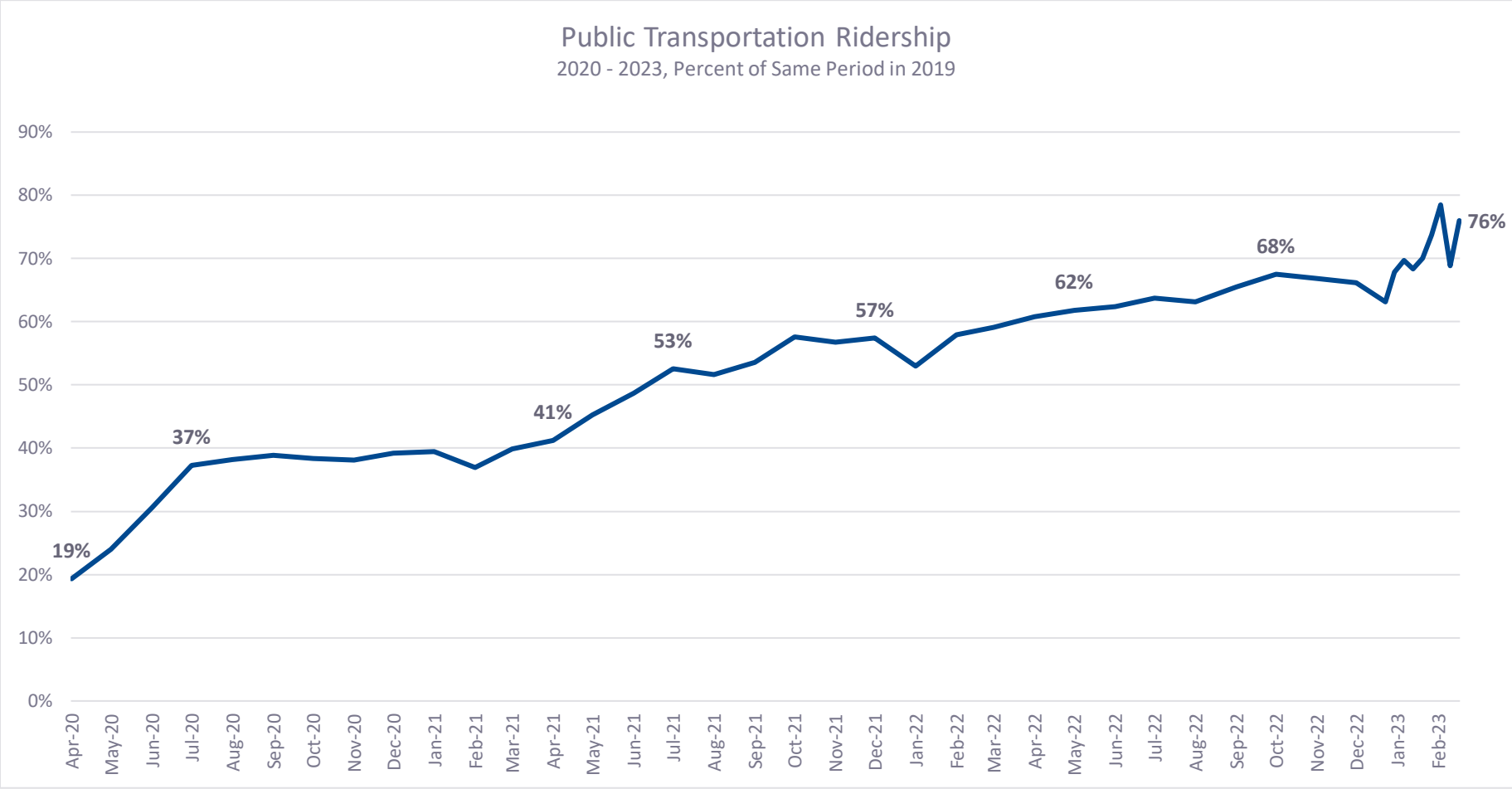
As the Omicron wave subsided, public transportation ridership began to rise again. From mid-February to April 2022, national public transit ridership was approximately 60 percent of pre-pandemic levels.

With the increase in gas prices nationwide, escalating at a rapid pace beginning in the second quarter of 2022, many Americans were under increased financial stress. However, this current state of elevated gas prices had no discernible effect on ridership. Gas price increases were not significantly correlated with increased ridership when comparing regional price increase to regional ridership increase.

Ridership data also indicates that smaller cities have been more successful in returning to 2019 ridership levels more quickly than larger ones. Smaller cities tend to serve relatively fewer riders with alternatives such as teleworking. Office return data also suggests that proportionally more workers in smaller cities are working in offices than in larger cities.

From late spring to fall 2022, ridership recovery continued. In May, national ridership was at 60 percent of 2019 levels, this grew to 68 percent of 2019 levels by October. After a small decrease in November and December, since the first weeks of January, APTA's [Ridership Trends Dashboard](#) shows that US public transportation ridership has fluctuated between 68 and 78 percent of 2019 levels, when compared to the same week.

The following chart details ridership from April 2020 to March 2023, based on APTA's 2020 - 2022 Ridership Reports and APTA's Ridership Trends Dashboard.



Source: APTA Ridership Report April 2020 – December 2022; [APTA Ridership Trends Dashboard](#) January 2023 – March 2023.

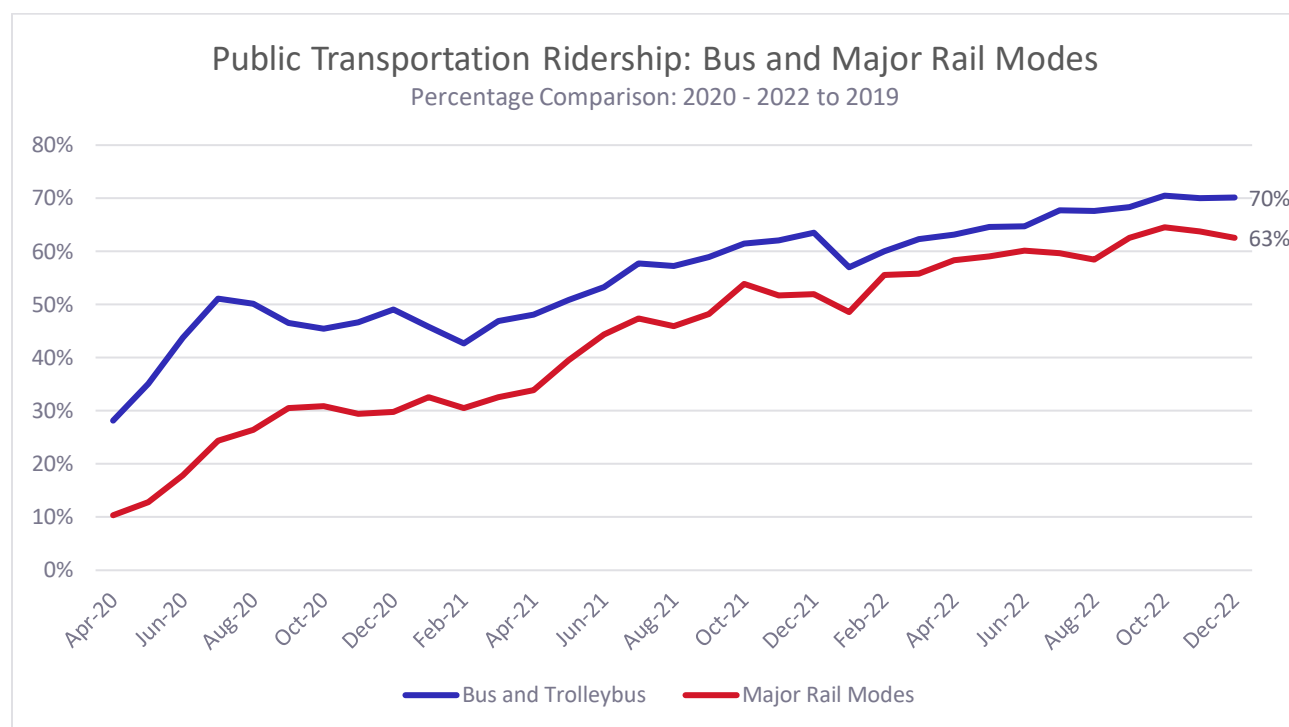
Modal Differences

Although all public transit modes saw significant decreases in ridership, rail modes (i.e., heavy rail, light rail, streetcar, commuter rail, and hybrid rail) had comparatively larger decreases compared to bus modes. During the early part of the pandemic, rail ridership decreased to 10 percent of pre-pandemic levels in April 2020, while bus ridership decreased to 28 percent of pre-pandemic levels.

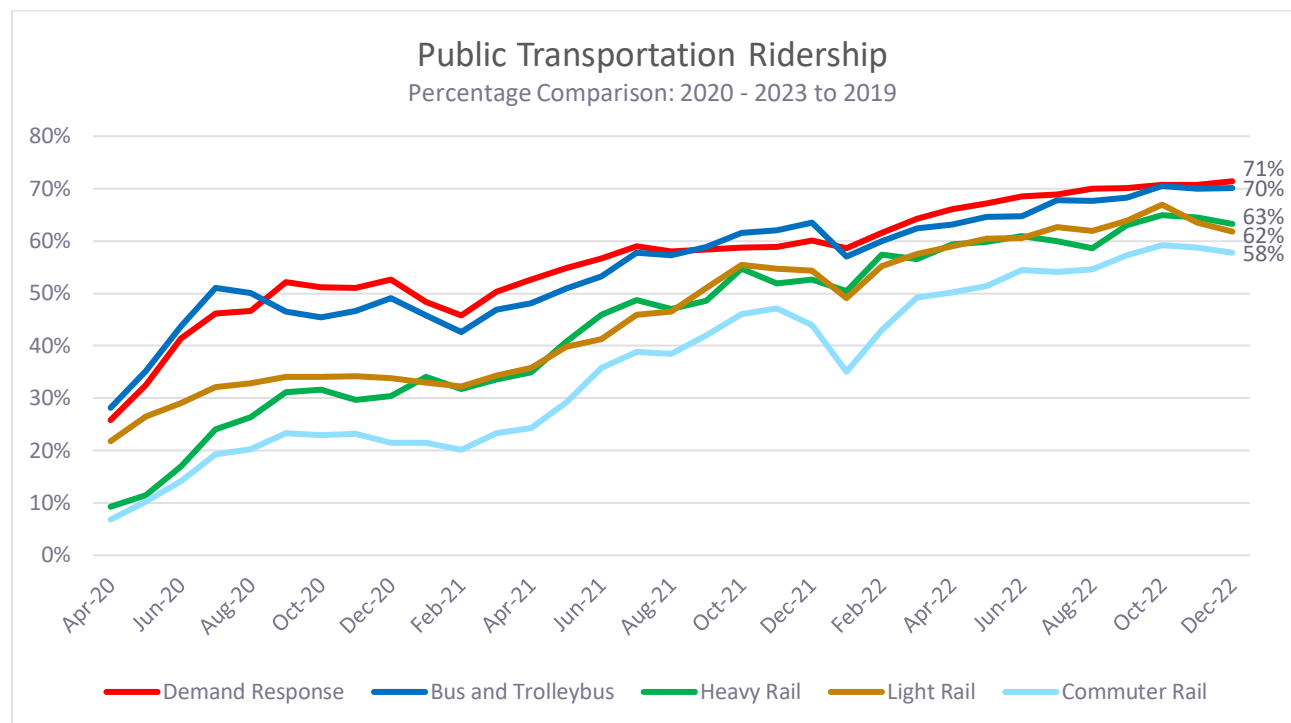
In general, bus modes have been able to retain more riders than rail modes because they generally serve more essential workers, while rail modes serve more office commuters. During the pandemic, rail riders have been more likely to have options to work from home.

Bus ridership has seen a relatively steady increase since February 2021. On the other hand, rail ridership more clearly shows the impact of vaccinations and other factors described in the previous section. Rail ridership shows a sustained increase from April to June 2021, and another increase in September and October 2021, coinciding with the wide availability of COVID-19 vaccines, and the post-summer return to offices and school, respectively. All modes show the impact of the Omicron wave in January 2022, although rail ridership recovered more quickly from the Omicron wave than bus ridership.

Throughout 2022, both bus and rail modes saw a steady increase in ridership relative to 2019, adding around 13 percentage points. Bus ridership was at 70 percent of 2019 levels in December 2022, and rail ridership recovered to 63 percent of 2019 levels.



Looking at the individual modes, demand response has recovered the most ridership, reaching 71 percent of pre-pandemic levels in December 2022. Bus ridership is next highest at 70 percent of pre-pandemic levels. Heavy and light rail are at 63 and 62 percent of 2019 ridership levels, respectively, and commuter rail is currently at 58 percent of pre-pandemic levels as of December.



Commuter rail historically has seen increased ridership with high gas prices, but the spring and summer gas price increases did not drive an increase in ridership. Of note, regions with the highest gas prices are also the ones with the most extensive commuter rail systems impacting regional ridership return.

What Leads to Ridership Success

APTA's *On the Horizon: Planning for Post-Pandemic Travel* report collected best practices on transit ridership successes. Agencies that were successful in retaining ridership made sure to consistently communicate with the public, keeping them abreast of changes to public transit service, reinforcing social media campaigns, and monitoring customer feedback. They thought proactively about service, focusing on essential workers and social equity, communities of color, and low-income families. These agencies also emphasized rider and employee safety. Sanitation measures implemented by many transit agencies with more routine cleaning protected riders and provided greater feelings of safety. They worked to develop effective cleaning protocols for vehicles and stations and worked with labor representatives to develop protocols to keep employees safe and healthy.

Agencies stand to increase ridership and achieve other goals by focusing efforts on historically marginalized communities. Rebuilding post-COVID provides a unique opportunity for reinvestment in equitable transit. Investing in transit operations to better support hourly, late night, and early morning workers who rely on public transit would further equity goals by providing transit choices for at-risk residents. With investments in communities of low income and otherwise vulnerable people, transit agencies can regain lost ridership and support the larger community.

Real estate investment in central-city areas, in partnership with transit agencies, will potentially further support increased ridership. Development of affordable and market-priced housing in proximity to transit routes will serve to benefit all community residents, including transit riders. Community outreach programs for transit agencies are vital to securing an equitable future: transit agencies need feedback to know how to best serve their customers and communities. With improved community engagement, strategic identification of residents' needs can be achieved more efficiently.

How Can Public Transit Agencies Adapt to the Future

Key changes in operations and planning can help public transit agencies adapt to the future. APTA's *On the Horizon* report organizes these key changes into four overarching themes:

- Institutionalize Best Practices from the COVID-19 Period;
- Plan and Operate More Effectively in Prioritizing Social Equity;
- Leverage Opportunities to Expand Ridership; and
- Keep Abreast of Changing Trends.

For more information, please see APTA's report, [On the Horizon: Planning for Post-Pandemic Travel](#).

About the APTA Ridership Trends Dashboard with Transit app

Estimated ridership values in the APTA Ridership Trends Dashboard are modeled based on measures of Transit app usage to provide a current measure of demand for public transit. Estimated ridership values for each week are extrapolated values from the most recent quarterly actual ridership figures reported by transit agencies. These estimates represent the percent difference between actual pre-pandemic ridership and estimated ridership for a given period during the pandemic, and do not represent actual reported ridership counts from agencies.

Transit app usage is attributed to a particular transit agency if that agency's service appears as a nearby option for the user when they open the app, or if a user taps on a line operated by a particular transit agency. Surveys of Transit app users since the onset of the pandemic have shown that the app's user demographics generally match those of public transit riders overall, both compared to other common survey methods and available U.S. Census data.

Sources

APTA Ridership Report: <https://www.apta.com/research-technical-resources/transit-statistics/ridership-report/>

APTA Ridership Trends Dashboard: <https://transitapp.com/apta>

On the Horizon: Planning for Post-Pandemic Travel: <https://www.apta.com/research-technical-resources/research-reports/on-the-horizon-planning-for-post-pandemic-travel/>

The American Public Transportation Association (APTA)

The American Public Transportation Association is a nonprofit international association of 1,500 public- and private-sector organizations that represents a \$79 billion industry that directly employs 430,000 people and supports millions of private-sector jobs. APTA members are engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed passenger rail. This includes transit systems; planning, design, construction, and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. APTA is the only association in North America that represents all modes of public transportation. APTA members serve the public interest by providing safe, efficient, and economical transit services and products.

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APTA Vision Statement

APTA leads public transportation in a new mobility era,
advocating to connect and build thriving communities



Transit Workforce Shortage

Synthesis Report Executive Summary

Full Report: www.apta.com/shortage

March 2023



Prepared for:

American
Public Transportation
Association

Prepared by:



In association with:



EXECUTIVE SUMMARY

As the transportation sector has grown over the decades, the competition for drivers and skilled workers has increased. Even in the last several years, employment in transportation-related industries has grown to levels not seen since the 1990s.¹ However, the demand for transportation services has grown even more quickly, and the transportation sector continues to face a worker shortage. Recent economic conditions and a global pandemic have only accelerated and exasperated the workforce shortage issue, and employment in public transportation has been declining even as other occupations grow. In addition, agencies' ability to respond to the worker shortage has been hampered by inadequate information about its causes and effects.

The **Transit Workforce Shortage Study** builds a framework for APTA, its members, and its partner organizations to better understand the workforce shortage's causes and outlines best practices for recruiting, hiring, and retaining transit operations workers. The study consisted of two phases: Phase 1 updated and expanded previous research on the worker shortage using a combination of a survey of transit agencies and background research into the macro causes of the shortage and produced an **Interim Findings Report**, published in October 2022. Phase 2 involved extensive outreach to public transit agencies and a subsequent survey of operations workers to characterize in detail the broader themes identified earlier. This document synthesizes the findings of Phase 2 with those from Phase 1 and presents a toolkit for agencies to assess and bolster their workforce management activities.

A Note on Terminology

Recently, a great deal of attention has been paid to those who work in roles that cannot be done remotely and involve a great deal of face-to-face contact. As a result, many different terms exist to describe them. This study focuses on experiences with recruiting, hiring, and retaining transit operators, mechanics, and mid-level supervisors (e.g., street supervisors, operations supervisors, dispatchers). Accordingly, we refer to workers in those positions as "operations workers."

Causes of the Shortage

The **Interim Findings Report** was devoted to identifying why transit agencies are in a labor crunch. In July 2022, APTA surveyed its membership to build upon an earlier survey conducted in March 2022. In addition to asking about the severity and impact of the shortage, the July 2022 survey investigated three questions:

1. What do public transit agencies know about why workers leave?
2. What difficulties do agencies encounter with attracting, hiring, and onboarding new workers?
3. What barriers exist to improving the hiring and retention of transit workers?

The survey received responses from 190 agencies, who reported the following major findings:

- **The transit workforce shortage is widespread and severe.** Ninety-six percent of agencies surveyed reported experiencing a workforce shortage, 84 percent of which said the shortage affects their ability to provide service.
- **The transit workforce is aging and will experience a high retirement rate for the foreseeable future.** Forty-three percent of transit workers are over 55, nearly double the percentage of the broader transportation sector. Agencies report that 24 percent of quitting workers are retirements; this is 34 percent at rural agencies.
- **Transit agencies face intense competition for workers.** Applicants reject transit agencies' employment offers 35 percent of the time—more than twice the rate for jobs across all industries. Agencies reported that more departing employees leave to take jobs outside the transit industry than those who retire or leave the workforce combined.
- **Agencies report that concerns about work schedules and compensation are leading reasons why workers quit.** Most agencies said that concerns about work schedule and compensation were responsible for more departures than assault and harassment or concern about contracting COVID-19; those concerns are leading to more

¹ US Bureau of Transportation Statistics. "Transportation Economic Trends: Employment in Transportation and Related Industries." Accessed February 13, 2023. <https://data.bts.gov/stories/s/Transportation-Economic-Trends-Transportation-Emp/ctxh-t8id/>.

departures than before the pandemic began.

- **A complex regulatory framework is hampering agencies' ability to fill vacancies.** Rules about drug and alcohol testing, Commercial Driver's License (CDL) requirements, criminal background checks, and driving records extend the hiring process and exclude otherwise qualified applicants.

Workers' and Agencies' Views on the Shortage

With an initial understanding of the transit agencies' views on the survey, APTA launched a survey to hear from current and former transit operations workers. The survey aimed at assessing to which extent workers shared agencies' understanding of why workers are quitting and to which industries these workers are moving, as well as assessing workers' satisfaction.

The survey received over 1,300 responses from current and former transit workers. The main survey findings include the following:

- **Pay, work schedule, and agency responsiveness are seen as key to retaining and attracting workers.** According to current transit workers, increasing pay and providing better work schedules are the most effective ways to retain employees. In addition, former workers emphasize listening to (and acting on) employees' concerns, increasing pay, and improving worker safety as the top strategies.
- **One-half of current transit workers believe their benefits are competitive with previous jobs; this number drops for those working at the largest transit agencies and among former workers.** Although current transit workers believe benefits are competitive, only 36 percent of these workers feel their pay is competitive with similar jobs in their area. At the top 50 agencies by ridership, this figure is only 32 percent. Interestingly, 44 percent of former workers felt their pay was competitive.
- **Transit workers and agency management have different understandings of the pressures on operations workers.** Operations workers and agency management both ranked assault and harassment lower among reasons for quitting. However, current and especially former workers ranked it substantially higher than the agency management respondents.
- **Transit workers feel agencies could support workers more when they face challenges on the job.** Current and former transit workers feel (or felt) unsupported by their supervisors and that their agencies are (were) not responsive enough when they have (had) concerns. Responses suggest room for agencies to support workers more when they face challenges on the job.
- **Transit workers are frequently leaving the transportation industry, but many remain.** Among workers who left transit, taking a job outside the transportation industry was the most common next step (28 percent), followed by other jobs in transportation, excluding transit or logistics (22 percent) or retirement (17 percent). Many workers also pointed out that former colleagues commonly sought positions in government (9 percent), and many sought jobs involving other kinds of driving (27 percent). This suggests that workers who departed transit operations roles might have been willing to stay but for administrative differences.

Agencies' Responses to the Shortage

Extensive interviews with transit agency staff reveal a complex social, regulatory, and economic landscape in which transit agencies and their current and prospective employees work together to address the labor shortage. Agencies generally have a clear understanding of why they are struggling to hire or retain workers, and many are already taking proactive steps to close gaps and prepare for the future. Key themes among these solutions include:

Recruiting	Agencies report that expanding recruitment capacity is essential—ensuring enough staff and resources to conduct the agency's recruitment activities. Likewise, creatively advertising positions in new media, developing new partnerships, and having a physical presence in the community make for successfully attracting applicants.
Hiring	The hiring process is critical to a successful workforce strategy and needs appropriate resources to maximize the number of qualified candidates who complete the hiring process. Given the attrition in the hiring pipeline, some agencies have developed approaches to process a high volume of applicants. However, in situations where qualified applicants are in shorter supply, there are also several strategies for expanding the pool.

Training and Onboarding	Once a candidate becomes an employee, learning their day-to-day responsibilities and transitioning them to work is critical. Training is an essential part of onboarding. Small changes can make training more accessible and effective and contribute to a positive agency culture.
Working Conditions and Policies	The changing economic conditions of the last several years has affected workers' expectations. Work-life balance, predictability, and adequate compensation matter more now to transit workers. Agencies and unions can make a number of changes to increase the appeal of transit work and increase the engagement of existing workers.
Building Agency Culture and Improving Morale	Strong, encouraging agency culture appeals to workers, whether they are already part of the agency or considering joining. Agencies can attract new workers and retain existing ones through responsive, meaningful engagement with their workers, acknowledging their accomplishments, and providing clear pathways for career growth without having to leave the agency.

Conclusion

Agencies learn from one another's attempts to address the national shortage of transit workers. This study aims to help facilitate the exchange of creative solutions for hiring and retaining transit workers. The experiences of agencies and workers gathered for this report suggest several principles that agencies should keep in mind as they try to develop a workforce necessary to provide the service essential to many people.

- 1. Workers make employment decisions based on a complicated mix of factors.** Even if compensation is the dominant factor in workers' decision-making, agencies are likely to see improved satisfaction and retention if they can improve their responsiveness to worker concerns about working conditions. By the same token, increases in compensation can help offset the safety risks that operators experience on the job.
- 2. Agencies must work to accommodate the changing needs and preferences of the transit workforce.** In interviews, agencies reported that today's transit workers have different responsibilities and priorities than previous generations. Agencies that have successfully recruited and retained workers have adapted their policies and practices to accommodate those changes.
- 3. Collective bargaining agreements (CBAs) can be modified to serve the interests of both agencies and workers.** Unsurprisingly, interviewees reported that unions and agencies are sometimes at odds over compensation, work schedules, and other issues. However, there are many examples of agencies where management and labor have agreed to changes that increase recruitment and retention. We hope that the examples offered in this report encourage agencies as they work to address their workforce needs.

The transit workforce shortage is among the most pressing issues facing public transit agencies. While many factors making hiring and retaining workers harder are outside agencies' control, the agencies who participated in this study are demonstrating creativity and resilience in addressing their workforce needs. APTA hopes that this document will contribute to the exchange of ideas between agencies and encourage them to find new and innovative ways to maintain the workforce needed to provide essential transportation services.

The Toolkit

The toolkit included in this report guides agencies in understanding their recruiting, hiring, and retaining needs using a series of checklists and reference strategies based on agencies' experiences. Agencies at all stages of hiring capability can use the toolkit to enhance their workforce management processes and improve their outcomes.

Read the Full Report and Access the Toolkit: www.apta.com/shortage



APTA’s Capital Investment Grants Project Pipeline Dashboard

February 7, 2023
(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 2023
18 CIG Projects with Executed Full Funding Grant Agreements													
AZ	Phoenix	South Central/Downtown Hub Light Rail	Kyrsten Sinema (I) Mark Kelly (D)	Ruben Gallego (D-AZ-03)	Valley Metro	New Starts	Light Rail	FFGA 01/06/2021	\$1,345	39%	\$530	\$530	\$0
AZ	Phoenix	Northwest Extension Phase II		Debbie Lesko (R-AZ-08)	Valley Metro	New Starts	Light Rail	FFGA 11/19/2021	\$401	39%	\$158	\$158	\$0
CA	Los Angeles	Westside Subway Section 1	Dianne Feinstein (D) Alex Padilla (D)	Adam Schiff (D-CA-30) Jimmy Gomez (D-CA-34) Ted Lieu (D-CA-36)	Los Angeles County Metropolitan Transportation Authority	New Starts	Heavy Rail	FFGA 6/14/2014	\$2,822	44%	\$1,250	\$1,250	\$0
CA	Los Angeles	Westside Subway Section 2	Dianne Feinstein (D) Alex Padilla (D)	Ted Lieu (D-CA-36) Sydney Kamlager-Dove (D-CA-37)	Los Angeles County Metropolitan Transportation Authority	New Starts	Heavy Rail	FFGA 12/1/2016	\$2,499	47%	\$1,187	\$1,022	\$165
CA	Los Angeles	Westside Subway Section 3	Dianne Feinstein (D) Alex Padilla (D)	Brad Sherman (D-CA-32) Ted Lieu (D-CA-36)	Los Angeles County Metropolitan Transportation Authority	New Starts	Heavy Rail	FFGA 3/17/2020	\$3,599	36%	\$1,300	\$822	\$478
CA	San Carlos	Peninsula Corridor Electrification Project	Dianne Feinstein (D) Alex Padilla (D)	Nancy Pelosi (D-CA-11) Kevin Mullin (D-CA-15) Anna Eshoo (D-CA-16) Ro Khanna (D-CA-17) Zoe Lofgren (D-CA-18)	Joint Powers Board (Caltrain)	Core Capacity	Commuter Rail	FFGA 5/23/2017	\$1,931	34%	\$647	\$647	\$0
CA	San Diego	Mid-Coast Corridor Transit Project	Dianne Feinstein (D) Alex Padilla (D)	Scott Peters (D-CA-50) Sara Jacobs (D-CA-51)	San Diego Association of Governments	New Starts	Light Rail	FFGA 9/1/2016	\$2,171	48%	\$1,043	\$960	\$83
CA	San Francisco Bay Area	BART Transbay Corridor Core Capacity Project	Dianne Feinstein (D) Alex Padilla (D)	Nancy Pelosi (D-CA-11) Barbara Lee (D-CA-12)	Bay Area Rapid Transit District	Core Capacity	Heavy Rail	FFGA 09/14/2020	\$2,706	43%	\$1,169	\$1,169	\$0
IL	Chicago	Red and Purple Line Modernization Project Phase 1	Richard J. Durbin (D) Tammy Duckworth (D)	Mike Quigley (D-IL-05) Danny Davis (D-IL-07) Janice D. Schakowsky (D-IL-09)	Chicago Transit Authority	Core Capacity	Heavy Rail	FFGA 1/17/2017	\$2,067	46%	\$957	\$957	\$0
IN	Lake Co.	West Lake Corridor	Todd Young (R) Mike Braun (R)	Frank Mrvan (D-IN-01)	Northern Indiana Commuter Transportation District	New Starts	Commuter Rail	FFGA 10/28/2020	\$945	38%	\$355	\$355	\$0
IN	Gary to Michigan City	Double Track	Todd Young (R) Mike Braun (R)	Frank Mrvan (D-IN-01)	Northern Indiana Commuter Transportation District	New Starts	Commuter Rail	FFGA 01/07/2021	\$491	35%	\$173	\$173	\$0
MA	Cambridge to Medford	Green Line Extension	Elizabeth Warren (D) Edward J. Markey (D)	Katherine 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	\$996	\$0
MD	Bethesda	Maryland National Capital Purple Line	Benjamin L. Cardin (D) Chris Van Hollen (D)	Glenn Ivey (D-MD-04) Jamie Raskin (D-MD-08)	Maryland Transit Administration	New Starts	Light Rail	FFGA 8/22/2017	\$2,407	37%	\$900	\$900	\$0
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	\$637	\$292
MO	Kansas City	Streetcar Main Street Extension	Josh Hawley (R) Eric S. Schmitt (R)	Emanuel Cleaver (D-MO-05)	Kansas City Area Transportation Authority	New Starts	Streetcar	FFGA 01/08/2021	\$352	49%	\$174	\$174	\$0
NJ	Hudson Co.	Portal North Bridge	Robert Menendez (D) Cory A. Booker (D)	Rob Menendez (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	\$766	\$0
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	\$790	\$0
WA	Seattle	Lynnwood Link Extension	Patty Murray (D) Maria Cantwell (D)	Suzane DelBene (D-WA-01) Rick Larsen (D-WA-02) Pramila Jayapal (D-WA-07)	Central Puget Sound Regional Transit Authority	New Starts	Light Rail	FFGA 12/20/2018	\$3,260	36%	\$1,173	\$922	\$251
Subtotal for FFGA projects									\$36,189		\$14,497	\$13,228	\$1,269



APTA’s Capital Investment Grants Project Pipeline Dashboard

February 7, 2023
(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 2023
5 CIG Pipeline Projects in Engineering													
MN	Minneapolis	METRO Blue Line Extension (Bottineau LRT)	Amy Klobuchar (D) Tina Smith (D)	Dean Phillips (D-MN-03) Ilhan Omar (D-MN-05)	Metropolitan Council	New Starts	Light Rail	Engineering	\$1,536	49%	\$753	\$0	\$753
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	Engineering	\$505	47%	\$239	\$239	\$0
NY	New York	Canarsie Line Power and Station Improvements	Charles E. Schumer (D) Kirsten E. Gillibrand (D)	Nydia M. Velázquez (D-NY-07) Dan Goldman (D-NY-10)	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)	Jerry Nadler (D-NY-12) Adriano Espaillat (D-NY-13)	New York Metropolitan Transportation Authority	New Starts	Heavy Rail	Engineering	\$7,699	44%	\$3,405	\$400	\$3,005
SC	Charleston	Lowcountry Rapid Transit	Lindsey Graham (R) Tim Scott (R)	Nancy Mace (R-SC-01) James E. Clyburn (D-SC-06)	Berkeley-Charleston-Dorchester Council of Government	New Starts	BRT	Engineering	\$625	60%	\$375	\$0	\$375
Subtotal for Engineering Projects									\$10,739		\$4,872	\$739	\$4,133
1 CIG Pipeline Project in Expedited Project Delivery Pilot Program													
CA	Los Angeles	East San Fernando Valley Transit Corridor Phase 1 Project	Dianne Feinstein (D) Alex Padilla (D)	Tony Cardenas (D-CA-29)	Los Angeles County Metropolitan Transportation Authority	New Starts	Light Rail	EPD Program	\$3,635	25%	\$909	\$350	\$559
Subtotal for EPD Project									\$3,635		\$909	\$350	\$559
57 CIG Pipeline Projects in Project Development													
AZ	Flagstaff	Transit Spine BRT	Kyrsten Sinema (I) Mark Kelly (D)	Eli Crane (R-AZ-02)	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	\$1,547	51%	\$784	\$0	\$784
CA	Livermore	Valley Link Rail Project Phase 1	Dianne Feinstein (D) Alex Padilla (D)	Josh Harder (D-CA-09) Eric Swalwell (D-CA-14)	Tri-Valley — San Joaquin Valley Regional Rail Authority	New Starts	Commuter Rail	PD	\$1,800	25%	\$450	\$0	\$450
CA	Los Angeles	Restoration of Historic Streetcar in Downtown Los Angeles	Dianne Feinstein (D) Alex Padilla (D)	Jimmy Gomez (D-CA-34) Sydney Kamlager-Dove (D-CA-37)	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) Sydney Kamlager-Dove (D-CA-37) Robert Garcia (D-CA-42) Nanette Barragan (D-CA-44) Michelle Steel (R-CA-45)	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-19)	Monterey-Salinas Transit	Small Starts	BRT	PD	\$66	34%	\$22	\$0	\$22
CA	Sacramento	Downtown Riverfront Streetcar Project	Dianne Feinstein (D) Alex Padilla (D)	Doris Matsui (D-CA-07)	Sacramento Regional Transit District	Small Starts	Streetcar	PD	\$117	50%	\$59	\$50	\$9
CA	San Bernardino	West Valley Connector BRT Project	Dianne Feinstein (D) Alex Padilla (D)	Pete Aguilar (D-CA-33) Norma J. Torres (D-CA-35)	San Bernardino County Transportation Authority	Small Starts	BRT	PD	\$311	28%	\$87	\$87	\$0
CA	San Francisco	Transbay Downtown Rail Extension Project	Dianne Feinstein (D) Alex Padilla (D)	Nancy Pelosi (D-CA-11)	Transbay Joint Powers Authority	New Starts	Commuter Rail	PD	\$4,400 - \$5,000	TBD	TBD	\$0	TBD
CA	San Jose	BART Silicon Valley Phase II Extension	Dianne Feinstein (D) Alex Padilla (D)	Ro Khanna (D-CA-17) Zoe Lofgren (D-CA-18)	Santa Clara Valley Transportation Authority	New Starts	Heavy Rail	PD	\$9,318	49%	\$4,603	\$0	\$4,603
CO	Denver	Colfax Avenue Bus Rapid Transit	Michael F. Bennet (D) John W. Hickenlooper (D)	Diane DeGette (D-CO-1) Jason Crow (D-CO-6)	Regional Transportation District	Small Starts	BRT	PD	\$255	50%	\$127	\$0	\$127
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	Broward County	Broward Commuter Rail South	Marco Rubio (R) Rick Scott (R)	Jared Moskowitz (D-FL-23) Frederica Wilson (D-FL-24) Debbie Wasserman Schultz (D-FL-25)	Broward County	Small Starts	Commuter Rail	PD	\$297	TBD	TBD	\$0	TBD
FL	Miami	East-West Corridor Rapid Transit Phase 1 Project	Marco Rubio (R) Rick Scott (R)	Mario Diaz-Balart (D-FL-26) Maria Salazar (R-FL-27) Carlos Gimenez (R-FL-28)	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)	Frederica Wilson (D-FL-24)	Miami-Dade County Department of Transportation and Public Works	New Starts	BRT	PD	\$680	50%	\$340	\$0	\$340
FL	Orlando	SunRail Connector to the Orlando International Airport	Marco Rubio (R) Rick Scott (R)	Darren Soto (D-FL-09)	Florida Department of Transportation	Small Starts	Commuter Rail	PD	\$175 - \$225	TBD	TBD	\$0	TBD



APTA’s Capital Investment Grants Project Pipeline Dashboard

February 7, 2023
(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 2023
57 CIG Pipeline Projects in Project Development (continued)													
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	Campbellton Community Investment Corridor Bus Rapid Transit	Jon Ossoff (D) Raphael Warnock (D)	Nikema Williams (D-GA-05)	Metropolitan Atlanta Rapid Transit Authority	Small Starts	BRT	PD	\$275	TBD	TBD	\$0	TBD
GA	Atlanta	Clayton Southlake BRT Project	Jon Ossoff (D) Raphael Warnock (D)	Nikema Williams (D-GA-05) David Scott (D-GA-13)	Metropolitan Atlanta Rapid Transit Authority	Small Starts	BRT	PD	\$338	44%	\$150	\$0	\$150
IL	Chicago	Red Line Extension	Dick Durbin (D) Tammy Duckworth (D)	Jonathan Jackson (D-IL-01) Robin Kelly (D-IL-2)	Chicago Transit Authority	New Starts	Heavy Rail	PD	\$3,730	60%	\$2,238	\$0	\$2,238
IN	Indianapolis	IndyGo Blue Line Rapid Transit	Todd Young (R) Mike Braun (R)	Greg Pence (R-IN-06) André Carson (D-IN-07)	Indianapolis Public Transportation Corporation	Small Starts	BRT	PD	\$220	45%	\$100	\$0	\$100
MA	Boston	Green Line Transformation Program	Elizabeth Warren (D) Edward J. Markey (D)	Jake Auchincloss (D-MA-04) Katherine Clark (D-MA-05) Ayanna Pressley (D-MA-07) Stephen F. Lynch (D-MA-08)	Massachusetts Bay Transportation Authority	Core Capacity	Light Rail	PD	\$2,100	TBD	TBD	\$0	TBD
MD	Montgomery County	Veirs Mill Road Flash Bus Rapid Transit Project	Benjamin L. Cardin (D) Chris Van Hollen (D)	Jamie Raskin (D-MD-08)	Montgomery County DOT	Small Starts	BRT	PD	\$102	TBD	TBD	\$0	TBD
MN	Minneapolis	METRO F Line Bus Rapid Transit	Amy Klobuchar (D) Tina Smith (D)	Ilhan Omar (D-MN-05) Tom Emmer (R-MN-06)	Metropolitan Council	Small Starts	BRT	PD	\$98	54%	\$53	\$0	\$53
MN	Rochester	Rochester Rapid Transit	Amy Klobuchar (D) Tina Smith (D)	Brad Finstad (R-MN-01)	The City of Rochester	Small Starts	BRT	PD	\$143	59%	\$85	\$56	\$29
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	Thom Tillis (R) Theodore P. Budd (R)	Valerie Foushee (D-NC-04)	Chapel Hill Transit	Small Starts	BRT	PD	\$151	80%	\$120	\$0	\$120
NC	Raleigh	Wake Bus Rapid Transit (BRT) - Southern Corridor Project	Thom Tillis (R) Theodore P. Budd (R)	Wiley Nickel (D-NC-13)	City of Raleigh	Small Starts	BRT	PD	\$174	49%	\$86	\$0	\$86
NC	Raleigh	Wake Bus Rapid Transit (BRT) - Western Corridor Project	Thom Tillis (R) Theodore P. Budd (R)	Deborah Ross (D-NC-02) Wiley Nickel (D-NC-13)	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)	Rob Menendez (D-NJ-08) Bill Pascrell (D-NJ-09) Jerry Nadler (D-NY-12)	Gateway Program Development Corporation	New Starts	Commuter Rail	PD	\$14,652	45%	\$6,653	\$100	\$6,553
NV	Las Vegas	Maryland Parkway Bus Rapid Transit (BRT) Project	Catherine Cortez-Masto (D) Jacky Rosen (D)	Dina Titus (D-NV-01) Steven Horsford (D-NV-04)	Regional Transportation Commission of Southern Nevada	Small Starts	BRT	PD	\$305	49%	\$150	\$0	\$150
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)	New York City Department of Transportation	Small Starts	BRT	PD	\$259	38%	\$97	\$0	\$97
OH	Cleveland	MetroHealth Line Bus Rapid Transit project	Sherrod Brown (D) J. D. Vance (R)	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	Sherrod Brown (D) J. D. Vance (R)	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	Sherrod Brown (D) J. D. Vance (R)	Joyce Beatty (D-OH-03) Mike Carey (R-OH-15)	Central Ohio Transit Authority	Small Starts	BRT	PD	\$180-\$190	TBD	TBD	\$0	TBD
PA	King of Prussia	King of Prussia Rail Project	Robert P. Casey, Jr. (D) John K. Fetterman (D)	Madeleine Dean (D-PA-04) Mary Gay Scanlon (D-PA-05)	Southeastern Pennsylvania Transportation Authority	New Starts	Light Rail	PD	\$3,024	60%	\$1,814	\$0	TBD
PA	Pittsburgh	Downtown-Uptown-Oakland-East End Bus Rapid Transit	Robert P. Casey, Jr. (D) John K. Fetterman (D)	Summer Lee (D-PA-12)	Port Authority of Allegheny County	Small Starts	BRT	PD	\$291	52%	\$150	\$150	\$0
TN	Memphis	Memphis Innovation Corridor Project	Marsha Blackburn (R) Bill Hagerty (R)	Steve Cohen (D-TN-09)	Memphis Area Transit Authority	Small Starts	BRT	PD	\$101	65%	\$66	\$46	\$19
TX	Austin	Blue Line Light Rail Transit Project	John Cornyn (R) Ted Cruz (R)	Greg Casar (D-TX-35) Lloyd Doggett (D-TX-37)	Capital Metropolitan Transportation Authority	New Starts	Light Rail	PD	\$4,600	TBD	TBD	\$0	TBD
TX	Austin	Initial Investment of the Orange Line Light Rail Transit Project	John Cornyn (R) Ted Cruz (R)	Lloyd Doggett (D-TX-37)	Capital Metropolitan Transportation Authority	New Starts	Light Rail	PD	\$5,700	TBD	TBD	\$0	TBD
TX	Houston	University Corridor Bus Rapid Transit Project	John Cornyn (R) Ted Cruz (R)	Lizzie Fletcher (D-TX-07) Sheila Jackson Lee (D-TX-18) Sylvia Garcia (D-TX-29)	Metropolitan Transit Authority of Harris County	New Starts	BRT	PD	\$1,566	60%	\$939	\$0	\$939
TX	San Antonio	Advanced Rapid Transit East/West Corridor Project	John Cornyn (R) Ted Cruz (R)	Joaquin Castro (D-TX-20) Henry Cuellar (D-TX-28) Greg Casar (D-TX-35)	VIA Metropolitan Transit	Small Starts	BRT	PD	\$293	49%	\$145	\$0	\$145



APTA’s Capital Investment Grants Project Pipeline Dashboard

February 7, 2023
(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 2023
57 CIG Pipeline Projects in Project Development (continued)													
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) Henry Cuellar (D-TX-28) Greg Casar (D-TX-35)	VIA Metropolitan Transit	New Starts	BRT	PD	\$320	49%	\$158	\$158	\$0
UT	Salt Lake City	FrontRunner Strategic Double Track Project	Mike Lee (R) Mitt Romney (R)	Blake Moore (R-UT-01) Chris Stewart (R-UT-02) Burgess Owens (R-UT-04)	Utah Department of Transportation	Core Capacity	Commuter Rail	PD	\$966	70%	\$671	\$0	\$671
UT	Salt Lake Co.	Midvalley Connector Project	Mike Lee (R) Mitt Romney (R)	Chris Stewart (R-UT-02) 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	TBD	TBD	\$0	TBD
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	TBD	TBD	\$0	TBD
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	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	RapidRide I Line	Patty Murray (D) Maria Cantwell (D)	Adam Smith (D-WA-09)	King County Metro	Small Starts	BRT	PD	\$146	46%	\$67	\$67	\$0
WA	Seattle	RapidRide J Line Bus Rapid Transit	Patty Murray (D) Maria Cantwell (D)	Pramila Jayapal (D-WA-07)	King County Metro	Small Starts	BRT	PD	\$122	49%	\$60	\$60	\$0
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	TBD	TBD	\$0	TBD
WA	Seattle	West Seattle to Ballard Link Extension: SODO to Ballard	Patty Murray (D) Maria Cantwell (D)	Pramila Jayapal (D-WA-07) Adam Smith (D-WA-09)	Sound Transit	New Starts	Light Rail	PD	\$9,000	TBD	TBD	\$0	TBD
WA	Seattle	West Seattle to Ballard Link Extension: West Seattle to SODO	Patty Murray (D) Maria Cantwell (D)	Pramila Jayapal (D-WA-07)	Sound Transit	New Starts	Light Rail	PD	\$3,200	TBD	TBD	\$0	TBD
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	\$222	34%	\$75	\$75	\$0
WI	Madison	Madison East-West BRT	Ron Johnson (R) Tammy Baldwin (D)	Mark Pocan (D-WI-02)	City of Madison	Small Starts	BRT	PD	\$186	55%	\$103	\$103	\$0
WI	Milwaukee	Milwaukee North-South BRT Corridor	Ron Johnson (R) Tammy Baldwin (D)	Bryan Steil (R-WI-01) Gwen Moore (D-WI-04) Scott Fitzgerald (R-WI-05)	City of Madison	Small Starts	BRT	PD	\$148	TBD	TBD	\$0	TBD
Subtotal for PD projects									\$82,927		\$42,763	\$1,002	\$41,418
Subtotal for all CIG projects									\$133,490		\$63,040	\$15,319	\$47,378
Unallocated Core Capacity (FY 2022 & 2023)													\$177
Unallocated New Starts (FY 2022 & 2023)													\$309
Unallocated Small Starts (FY 2022 & 2023)													\$544
Unallocated EPD Pilot (FY 2022 & 2023)													\$492
Subtotal for Remaining Unallocated FY 2022 & 2023 Funding													\$1,523
Total Additional Funding Required (Beyond FY 2023)													\$45,856

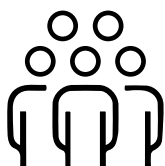
Sources: Federal Transit Administration website (last updated February 7, 2023), FTA press releases, and other FTA information.

TODAY, PUBLIC TRANSIT IN AMERICA IS...

Job Creation

430K+
People

work for public
transportation agencies



50K Jobs

created and supported
per \$1 billion investment
in job creation

Supporting Private Sector Jobs

2,000+
SUPPLIERS

in 48 states and DC

Nearly

\$42 Billion
IN TRANSIT SPENDING

flows to the private sector
(65% increase since 2000)

5-to-1
ECONOMIC RETURN

produced by long-term
investment in public transit

\$382 Million
IN TAX REVENUE

supported per \$1 billion
investment in job creation

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

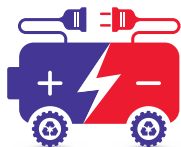
Fostering Energy Independence

Leading in Clean Technology

Share of **Hybrid Electric Buses**

2010: **7.0%**

2020: **18.8%**



(According to APTA's 2020 Vehicle Database)

Lowering Carbon Emissions



84%



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")

**More
Efficient**



**Increase in vehicle
miles operated per
kilowatt-hour**

over the Past 30 Years




**Heavy
Rail**



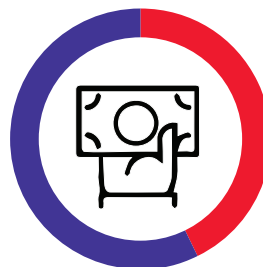
**Light Rail/
Streetcar**

TODAY, PUBLIC TRANSIT IN AMERICA IS...

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")

Number of Agencies

Public transit systems are...



1,308
Rural

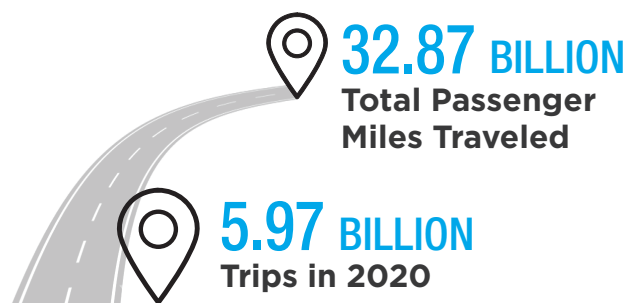


945
Urban



4.5K+
Nonprofit

Current Ridership



Number of rail systems is growing

58
2000

98
2020



Percentage of Buses with Amenities



79%
of buses have security cameras



77%
of buses have exterior bike racks



78%
of buses have automated stop announcements

Equity*

55%
of transit riders earn under \$50k/year

*transit system accessibility is also affected by station accessibility



75%

52%

Increase in rail station accessibility



99.8%

81%

Increase in bus accessibility

Public Transportation Grows the Economy and Creates Opportunities

- Public transportation **grows the economy and connects people to jobs, education, health care, businesses, and other opportunities.**
- Public transportation is a **\$79 billion industry** that directly **employs more than 430,000 people and supports millions of private-sector jobs.**
- Every **\$1 billion invested** in public transportation **creates or sustains** nearly **50,000 jobs** across the entire economy.
- Every **\$1 invested** in public transportation **generates \$5 in long-term economic returns.**
- Nearly **9 of 10 transit trips directly benefit the economy** by bringing people to where they spend and earn money.
- **Buy America laws** ensure that public transportation funds are used to **create American jobs**, constructing our public transportation systems and manufacturing railcars and buses.

**See How Public Transportation
Benefits Your Community**

apta.com/everyone



**American
Public Transportation
Association**

Harness the Potential of the Bipartisan Infrastructure Law by Fully Funding Public Transportation

- **Provide \$21.6 billion for Public Transit and \$20.2 billion for Passenger Rail in FY 2024** to bring public transportation systems to a state of good repair and meet the mobility demands of communities;
- **Streamline Project Delivery** by enacting commonsense regulatory reforms; and
- **Create a new Mobility Innovation and Technology Initiative** to integrate new mobility solutions into public transit networks.

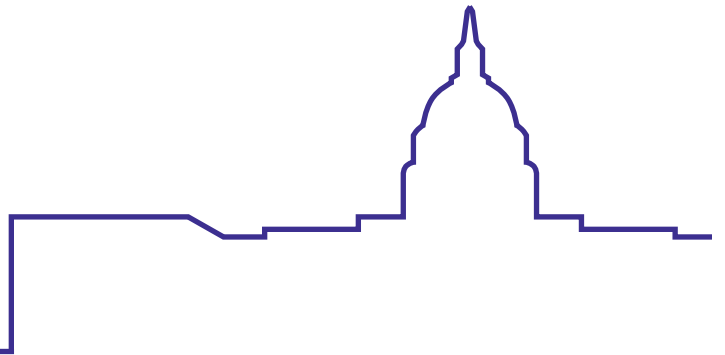


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**American
Public Transportation
Association**

New Congress, New Tools!



AS THE 118TH CONGRESS BEGINS, APTA members have several tools at their disposal to engage with their Members of Congress both on Capitol Hill and in their Congressional Districts. Below is a list of key resources:

APTA Advocacy Action Center

The APTA Advocacy Action Center will be used to notify you of active APTA advocacy campaigns and will make it easy for you to respond to APTA calls for action, such as emailing or otherwise reaching out to your Members of Congress, Administration officials, and the President.

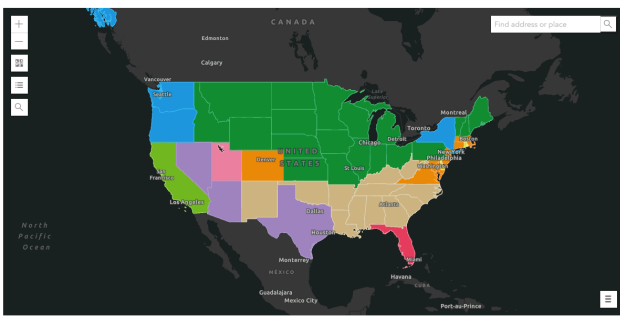
Keep an eye out for future campaigns and instructions to sign up!

Industry Footprint

APTA's Industry Footprint is a powerful advocacy tool for the public transportation industry. APTA members and the broader industry can use the Industry Footprint to view important information on public transportation providers, businesses, and funding, organized by state, Congressional District, and state legislative districts. APTA members use the Industry Footprint to explain the importance of public transportation to elected officials during events like APTA's Legislative Conference, fly-ins, and their own individual meetings

Data Explorer:

Browse content and take advantage of the latest demographic information. Use interactive maps to give context to your story and inform your audience.



with legislators. The Footprint contains information on more than 3,000 APTA member locations and 2,600 public transportation industry suppliers and manufacturers. Nearly every Congressional District in the country has either an APTA member, or another public transportation industry supplier.

CIG Project Pipeline Dashboard

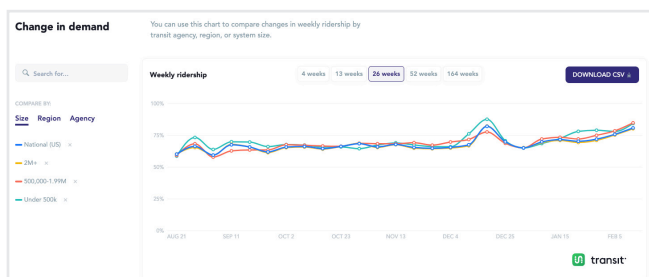
APTA's Capital Investment Grants (CIG) Project Pipeline Dashboard allows the industry to track the progress of projects in the Federal Transit Administration's (FTA) CIG pipeline. To date, the dashboard includes important information on 81 projects with existing full funding grant agreements or seeking CIG funding. APTA's Dashboard also includes important information on the Members of Congress that represent the areas where each project is located.

My Economic Impact Tool

APTA's My Economic Impact Tool enables APTA transit agency members to use their budget data to calculate the economic impact of their transit service. The tool uses the same methodology as APTA's Economic Impact of Public Transportation report, and provides APTA members with valuable information to make the case for public transportation to elected officials, stakeholders, and the public. The analysis produces figures for jobs, wages, sales, and value-add supported by transit agency spending. The tool's reports also help users understand direct and indirect effects on the local economy, as well as the diverse occupational mix of jobs supported by public transit spending.

APTA Ridership Trends Dashboard Powered by Transit

APTA's Ridership Trends Dashboard helps the public transit industry track ridership trends in real time. This tool, built in partnership with Transit app, allows APTA members and the public to compare ridership between agencies, regions, and national trends. The Ridership Trends Dashboard combines APTA's ridership report data with app usage information from Transit to predict ridership levels each week, with new data posted each Monday. The Ridership Trends Dashboard has weekly predictions from January 2020 to today and includes ridership trends for 130 transit agencies.



APTA Smart Guide: Bipartisan Infrastructure Law and Inflation Reduction Act

To assist APTA members in tracking IIJA and Inflation Reduction Act funding, competitive grant opportunities, and policy actions, APTA has developed a Smart Guide to the Bipartisan Infrastructure Law and Inflation Reduction Act. The APTA Smart Guide includes funding and apportionment tables, section-by-section analyses, and U.S. Department of Transportation and other agencies' Notices of Funding Opportunities, guidance, and regulations. Finally, the Smart Guide includes advocacy talking points and tools to help APTA members tell their Bipartisan Infrastructure Law success stories.



APTA Regulatory Matrix

The APTA Regulatory Matrix enables you to track all 2022 and 2023 regulatory and other administrative action impacting public transportation. Using APTA's matrix, you may sort the regulatory actions by agency, date, and comment period. The Matrix provides links to the proposed requirements, summaries, APTA Comments, and the APTA Staff Advisor.

APTA Public Transportation Fact Book

The annual Public Transportation Fact Book contains national aggregate statistical data covering all aspects of the public transit industry in the United States and Canada. Major sections include an overview of U.S. transit systems; transit finances and operating statistics by modes of travel; transit vehicle characteristics and deliveries; private-sector expenditures; modal rankings; and statistical trends of Canadian transit operations.

