



## Legislative Update

This year, APTA is focused on three major initiatives:

- **aggressively advocating for public transportation investments** in the Fiscal Year (FY) 2025 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** focused on specific Members of Congress.

### *Aggressively Advocating for Public Transportation Investments in the FY 2025 THUD Appropriations Bill*

In March 2024, Congress enacted the THUD Appropriations Act, 2024 (P.L. 118-42, Division F). The THUD Appropriations Act provides the overwhelming majority of public transit and passenger rail investments authorized in the IIJA. APTA strongly supported the final THUD Appropriations Act.

The THUD Appropriations Act, together with the IIJA's advance appropriations, provides **\$20.9 billion for public transit** in FY 2024, which is **\$364 million (2 percent)** less than the FY 2023 enacted level. This total funding represents **96 percent** of the amount authorized in the IIJA. The THUD Appropriations Act fully funds the public transit contract authority of \$14 billion as provided by the IIJA. The Act, together with the IIJA advance appropriations, provides \$3.8 billion for Capital Investment Grants (CIG). Currently, communities are requesting more than \$45.3 billion of CIG funds in FY 2024 and subsequent years to fund construction of 66 projects in 24 states. View [APTA's CIG Project Pipeline Dashboard](#).

In addition, the THUD Appropriations Act and IIJA provide **\$16.3 billion** for passenger and freight rail in FY 2024, which is **\$383 million (2 percent)** less than the FY 2023 enacted level. This total funding represents **80 percent** of the amount authorized in the IIJA.

On March 11, 2024, President Biden submitted his FY 2025 Budget Request to Congress. The President requests \$21.1 billion for public transit and \$16.4 billion for passenger rail in FY 2025. The President's Budget Request also includes several important policy proposals, such as expanding public transit agencies' authority to acquire land prior to the completion of National Environmental Policy Act review.

**This year, APTA urges Congress and the Biden-Harris Administration to honor the promise of the Bipartisan Infrastructure Law by fully funding public transportation. Specifically, we urge Congress and the Administration to:**

- **provide at least \$21.9 billion for public transit and \$20.6 billion for passenger rail in FY 2025;** and
- **accelerate project delivery by enacting commonsense regulatory reform,** such as streamlining real property acquisition for public transit projects.

### ***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 subject to appropriations 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 (i.e., advance appropriations) and \$36.1 billion of General Fund authorizations subject to appropriations 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) on successful implementation of the IIJA. Since enactment of the legislation, DOT has awarded billions of dollars for public transit and passenger rail competitive grants. In addition, DOT, the Federal Transit Administration, the Federal Railroad Administration, and other agencies have issued final rules, 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 public transit safety, Buy America, CIG, and innovative financing.

To assist APTA members in tracking IIJA funding apportionments and competitive grant opportunities and policy actions, APTA has created 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 Notices of Funding Opportunities. 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 \$3.2 billion for Neighborhood Access and Equity Grants and \$2 billion for Low-Carbon Transportation Materials Grants.

APTA is engaging with DOT and the U.S. Department of the Treasury on efficient implementation of the Inflation Reduction Act. APTA is focused on successful delivery of the new commercial clean vehicle tax credit. 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. On March 11, 2024, the Department of the Treasury issued a final rule on the elective payment of applicable credits, including the new commercial clean vehicle tax credit. APTA is actively working to ensure that public transit agencies benefit from this provision and receive a direct payment in lieu of a tax credit.

## *Carrying Out a Holistic Advocacy Outreach Effort*

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

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

For instance, APTA has created a specific advocacy campaign for fully funding CIG. Last year, APTA worked to encourage Representatives to sign a letter, led by Representative Earl Blumenauer (D-OR), to House Committee on Appropriations leaders to fully fund CIG in the FY 2024 THUD Appropriations bill. Utilizing its [CIG Project Pipeline Dashboard](#), APTA engaged CIG project sponsors to assist in this effort and 124 Representatives signed the letter urging full funding of CIG—double the number of signers in FY 2022. This year, in addition to continuing to build upon this success, APTA is urging CIG project sponsors to contact their Members of Congress to submit programmatic requests to the THUD Subcommittee for full funding of the program.

More generally, we strongly encourage all APTA members to meet with their Members of Congress to:

- outline the role that public transportation plays in your communities and the nation's economy; and
- educate them on the need to honor the promise of the Bipartisan Infrastructure Law by fully funding public transportation in the FY 2025 THUD Appropriations bill.

At both the Legislative Conference and the annual Fly-In, APTA assists members with scheduling meetings with their Congressional delegations to facilitate members' advocacy activities. During the record-setting 2023 Fly-In, 60 APTA members conducted 105 in-person meetings with Members of Congress and staff.

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