



American Public Transportation Association

Legislative Committee

Agenda

June 29, 2025

2:00 p.m. – 3:30 p.m. PT

San Francisco Marriott Marquis
Salons 10-13 (Lower B2 Level)
San Francisco, CA

1. Welcome and Call to Order—Beth Holbrook, Chair
2. Approval of Minutes of May 18, 2025 Legislative Committee Meeting—Beth Holbrook
3. Remarks from APTA Leadership—MJ Maynard-Carey, Chair, APTA, and Paul Skoutelas, APTA President and CEO
4. Legislative Update and Advocacy Strategy—Ward McCarragher, Vice President, APTA Government Affairs and Advocacy
5. APTA Surface Transportation Authorization Working Draft Recommendations Package 4—Stacie Tiongson, Senior Director, APTA Government Affairs and Advocacy

Recommended Action: Approve APTA Surface Transportation Authorization Working Draft Recommendations Package 4

6. Public Transit and Passenger Rail Programmatic Structures and Funding Levels—Mark Hybner, Director, APTA Government Affairs and Advocacy
7. APTA Medium-Sized Transit Intensive Cities (MTIC) Discussion Draft Proposal—Ward McCarragher, Vice President, APTA Government Affairs and Advocacy
8. Open Discussion
9. Adjourn

ENCLOSED DOCUMENTS

- Minutes of May 18, 2025 Legislative Committee Meeting (06.29.2025)
- [APTA Legislative and Executive Update \(06.29.2025\)](#)
- APTA Surface Transportation Authorization Working Draft Recommendations Package 4 (06.29.2025)
- APTA Medium-Sized Transit Intensive Cities (MTIC) Discussion Draft Proposal (06.29.2025)

**AMERICAN PUBLIC TRANSPORTATION ASSOCIATION
LEGISLATIVE COMMITTEE MEETING**

**May 18, 2025
3:15 p.m. – 5:15 p.m. ET**

MINUTES

1. Welcome and Call to Order—Beth Holbrook, Chair

Legislative Committee Chair Beth Holbrook welcomed members to Washington, DC, and called the meeting to order. She noted how critical members' presence is to advocacy efforts before Congress for public transportation priorities. She recognized APTA Legislative Committee Vice Chair, Collie Greenwood, who echoed Chair Holbrook's points on the importance of advocating for public transit and passenger rail. Vice Chair Greenwood also highlighted the importance of utilizing advocacy tools and establishing effective partnerships with Federal stakeholders.

2. Approval of Minutes of April 6, 2025 Legislative Committee Meeting—Beth Holbrook

Chair Holbrook presented the minutes of the Legislative Committee meeting, which occurred on April 6, 2025, for approval. A motion was made to approve the minutes, which was seconded, and then approved without objection.

3. Remarks from APTA Leadership—MJ Maynard-Carey, Chair, APTA, and Paul Skoutelas, APTA President and CEO

APTA Chair MJ Maynard-Carey provided opening remarks, highlighting the importance of communicating to our Federal partners regarding the local story of public transportation and how our industry plays an essential role in creating jobs, supporting business, and driving the economy.

APTA President and CEO Paul Skoutelas emphasized that our industry contributes to the national economy and continues to make our public transportation systems safe and efficient. He stated that APTA will work with the Trump Administration and Congress to tout the economic and business benefits of investing in public transportation as we advocate for Fiscal Year (FY) 2026 Transportation Appropriations and develop and promote APTA's *Surface Transportation Authorization Recommendations*.

4. Remarks from FTA Leadership—Tariq Bokhari, Acting Administrator, Federal Transit Administration (FTA)

FTA Acting Administrator Tariq Bokhari expressed gratitude for the opportunity to address APTA's members and attend Conference sessions. He explained that the public transportation industry has many reasons to be optimistic with the Trump Administration and that innovation and the expansion of the nation's infrastructure is a shared goal. He expressed that it is an honor

to serve as Acting Administrator, and he is looking forward to working with FTA Administrator nominee Marcus Molinaro after he is confirmed.

5. Legislative Update and Advocacy Strategy— Ward McCarragher, Vice President, APTA Government Affairs and Advocacy

Ward McCarragher provided an overview of APTA’s Government Affairs’ legislative and advocacy efforts. He outlined the Surface Transportation Authorization timeline, and discussed FY 2026 Transportation Appropriations, Budget Reconciliation, the Infrastructure Investment and Jobs Act (IIJA), and Trump Administration Executive actions.

McCarragher explained that the House Committee on Transportation and Infrastructure’s portal for Members of the House of Representatives to submit recommendations for the next Surface Transportation Authorization bill closes on May 30, 2025. He encouraged APTA members to urge every Member of their House Delegation to submit APTA’s *Surface Transportation Authorization Recommendations* by the deadline. Finally, McCarragher highlighted APTA’s Advocacy Tools and key Republican House and Senate Members for continued outreach.

6. U.S. Department of Transportation Regulatory Reform Request for Information— Taria Barron, APTA General Counsel

Taria Barron reported on APTA’s May 5, 2025 submission in response to the U.S. Department of Transportation’s Request for Information for Regulatory Reform. APTA’s submission addressed numerous recommendations including Public Transportation Agency Safety Plan Requirements, Pre-Award Authority, National Environmental Policy Act Categorical Exclusions, Department of Labor Review of FTA Grant Awards, Drug and Alcohol Oral Fluid Testing Requirements, and APTA’s request for an exemption from Federal Motor Carrier Safety Administration Commercial Driver’s License under-the-hood testing requirements for public transit bus operators.

7. APTA Surface Transportation Authorization Working Draft Recommendations Package 3—Ward McCarragher and Stacie Tionson, Senior Director, APTA Government Affairs and Advocacy

Stacie Tionson outlined APTA’s third package of *Surface Transportation Authorization Recommendations*. A motion was made to approve the *Recommendations*, which was seconded, and then approved without objection.

8. APTA Authorization Recommendations: Top Policy Priorities Exercise—Beth Holbrook

Chair Holbrook opened the floor to the Legislative Subcommittee Chairs to share any top priorities identified by their Subcommittees. She then led a Word Cloud exercise with *Slido* to help identify top priorities within the broader list of APTA *Recommendations*.

9. Public Transit and Passenger Rail Investment Principles, Funding Levels, and Programmatic Structures—Collie Greenwood, Vice Chair, and Mark Hybner, Director, APTA Government Affairs and Advocacy

Vice Chair Greenwood and Mark Hybner co-led a discussion on APTA's Authorization Investment Principles, Funding Levels, and Program Structure using *Slido* questions to facilitate the discussion.

10. APTA's Advocacy Afternoon—Kevin Schultze, President, Soapbox Consulting, LLC

Kevin Schultze guided members through APTA's Advocacy Afternoon procedures, including a presentation on how to use Soapbox's mobile app during the day and how to have a successful meeting with Congressional staff.

11. Open Discussion

Chair Holbrook opened the floor for discussion.

12. Adjourn

Chair Holbrook thanked everyone for their participation. There being no further business, a motion was made to adjourn the meeting, which was seconded, and then approved without objection. Chair Holbrook adjourned the meeting.



APTA Surface Transportation Authorization Recommendations Package 4

*Proposed for Adoption by the APTA Legislative
Committee
June 29, 2025*



**American
Public Transportation
Association**

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APTA Surface Transportation Authorization Recommendations

Package 4

Proposed for Adoption by the APTA Legislative Committee

June 29, 2025

The APTA Legislative Committee has approved packages of *Surface Transportation Authorization Recommendations* on December 5, 2024, and April 6 and May 18, 2025. Please view a copy of the [APTA's Surface Transportation Authorization Recommendations](#), as approved to date. This is the fourth package of *Recommendations*. The Committee will consider additional *Recommendations* at APTA's TRANSform Conference.

Investment Recommendations

APTA Recommendations:

- **Ensure a long-term Surface Transportation Authorization Act funded by sustainable, dedicated revenues.**
 - Any new revenue into the Highway Trust Fund must include deposits into the Mass Transit Account, with an 80-20 highway-public transit split.
 - Enact a fee on electric vehicles dedicating the revenues solely to the Highway Trust Fund, including the Mass Transit Account.
- **Build upon the total public transit and passenger rail investment of the Infrastructure Investment and Jobs Act in the next Surface Transportation Authorization legislation, with growth rates equal to or greater than for Federal-aid Highways.**

Finance Recommendations

Value Capture Tax Credits

Public transportation and transit-supporting businesses provide tremendous economic value for large and small communities across the country, with every \$1 in Federal investment spurring \$5 in long-term economic benefits. One type of increased value that local governments sometimes tap into to fund public transit is increased property values and business activity in areas near new transit infrastructure. The Federal Transit Administration (FTA) notes findings that “transit projects increase nearby property values by 30 to 40 percent, and as much as 150 percent where conditions are ideal.” Such “value capture”, where part of the increased economic value due to transit in a specific area is collected as taxes, can create a virtuous cycle where more transit investment results in increased economic activity, which is partially collected as taxes, which supports more transit investment, and so on.

Federal incentives can complement local efforts and ensure that this tool is more broadly available across the country. Using existing Federal models such as Economic Opportunity Zones, Low-Income Housing Tax Credits, or New Markets Tax Credits as inspiration, tools such as tax credits, accelerated depreciation, and others would attract private capital investments for public transit projects. A successful value capture program would leverage the tremendous value transit creates for nearby property values and provide competitive investment opportunities for new categories of investors.

APTA Recommendations:

- **Real Estate-Based Value Capture**—Establish a public transportation version of Economic Opportunity Zones, or its equivalent, in which investors in real estate projects in the vicinity of a public transportation or intercity passenger rail station, multi-modal terminal, or facility would be eligible for certain tax benefits (e.g., tax credits, accelerated depreciation) upon making an investment that benefits the local public transit agency.
- **Asset-Based Value Capture**—Create tax code incentives to attract “tax-oriented equity” into public transportation and intercity passenger rail projects (i.e., equity investments whose return is based principally or solely on Federal tax benefits). In a public transit-based version of the successful Low-Income Housing Tax Credits and New Markets Tax Credits programs, investors would purchase tax credits allocated at a specified percentage of capital investments made by public transportation or intercity passenger rail agencies for facilities and equipment. This type of value capture approach would not be dependent on future real estate development, as with traditional value capture strategies. It could bring in new categories of investors to subsidize a wide range of public transportation or intercity passenger rail projects, regardless of local real estate market conditions or growth potential.

Railroad Rehabilitation and Improvement Financing (RRIF) Loans and Loan Guarantees

RRIF Loans as Non-Federal Share

Federally supported infrastructure projects typically require a non-Federal match from state, local, or private sources. Because loans from the RRIF program are secured through repayment from non-Federal sources, the loans should be considered as a non-Federal match.

APTA Recommendation:

- **Specify in statute that RRIF loans shall be used for the non-Federal share of a project.** Amend 45 U.S.C. § 822 by adding a new subsection: “(n) NON-FEDERAL SHARE.—The proceeds of a secured loan under this subchapter ~~may~~ **shall** be used for any non-Federal share of project costs required under this title if the loan is repayable from non-Federal funds.”

Public Transit Policy Recommendations

Metropolitan Transportation Planning (§ 5303)

Metropolitan Planning Organizations (MPOs) play a crucial role in deciding which projects receive funding under Chapter 53. APTA strongly advocates for public transit operators to receive voting seats on the Board of MPOs to ensure that public transit agencies' complex needs are taken into consideration during the metropolitan planning process. In addition, APTA recommends ensuring due process is available to public transit agencies.

APTA Recommendations:

- **Ensure that public transit agencies have a voting seat(s) on the Board of an MPO.*** Amend 49 U.S.C. § 5303(d)(2) and 23 U.S.C. §143(d)(2), by striking “Not later than 2 years after the date of enactment of the Federal Public Transportation Act of 2012, each” and inserting “Each”.

In section (d)(2)(B) strike “, including representation by providers of public transportation.”

Insert after (d)(2)(B), new subsection “(C) providers of public transportation that together represent at least 75 percent of the annual unlinked passenger trips in the urbanized area; and”.

Redesignate “(d)(2)(C)” as “(d)(2)(D)”.

Amend 49 U.S.C. § 5303(d)(3)(C) and 23 U.S.C. §143(d)(3)(C) by striking “paragraph (2)(B)” and inserting “paragraphs (2)(B) and (2)(C).”

**Note: This language amends the previous version approved on May 18, 2025. APTA staff may propose further changes to this language at the TRANSform Conference.*

- **Require FTA and the Federal Highway Administration (FHWA) to jointly establish an appeals process for MPO actions that procedurally violate Federal law or regulations.** Create new subsections 49 U.S.C. § 5303(s) and 23 U.S.C. § 134(s): “The Federal Transit Administration Regional Office and Federal Highway Administration Division Office of primary jurisdiction are authorized to jointly investigate and consider formal complaints made by affected transportation authorities, including public transportation providers, that a metropolitan planning organization has procedurally violated Federal law or regulations. An investigation shall conclude and a decision shall be announced within 30 days of receipt of the complaint. Such decisions shall be final, subject to judicial review.”

Capital Investment Grants (§ 5309)

APTA strongly supports Capital Investment Grants (CIG). Beginning with enactment of the Transportation Equity Act for the 21st Century (TEA 21) in 1998, both Congress and FTA have repeatedly layered additional requirements on the CIG program, which has resulted in a bureaucratic maze. Congress must reject policies that would cut, delay, or make this vital program more burdensome. We urge Congress to adopt provisions that will strengthen CIG and ensure that beneficial projects across the country are delivered in a timely manner.

APTA Recommendations:

- **Increase the maximum Federal CIG amount for Small Start projects from \$150 million to \$250 million.** Amend 49 U.S.C. § 5309(a)(6)(A) by striking “\$150,000,000” and inserting “\$250,000,000”.
- **Increase the maximum net total project cost for Small Start projects from \$400 million to \$500 million.** Amend 49 U.S.C. § 5309(a)(6)(B) by striking “\$400,000,000” and inserting “\$500,000,000.”
- **Expand the list of eligible projects for Core Capacity Improvements.** Amend 49 U.S.C. § 5309(b)(2) by striking “elements to improve general station facilities or parking, or”.
- **Establish guidelines for the expedited technical capacity review process.** Amend 49 U.S.C. § 5309(c)(3)(B) by inserting:

“(C) Not later than 180 days following the enactment of this Act, the Secretary shall publish guidance on the expedited technical capacity review process. The guidance will include the metrics the Department will use to determine whether a project sponsor qualifies for an expedited technical capacity review as well as how the expedited technical review process will simplify the review process for qualified project sponsors.”

- **Require that the entirety of a project bundle receive a single evaluation where applicable.** Amend 49 U.S.C. § 5309(i)(1)(H) as follows:

“(H) EVALUATION.—All projects submitted for consideration for funding in a future bundling request shall be subject to a single evaluation where the applicable evaluation criteria under this section are the same between project types.”
- **Require that FTA share cost savings with grantees for eligible activities not included in an originally defined project.** Amend 49 U.S.C. § 5309(l)(2) by striking “may” and inserting “shall”.

Bus Fleet Spare Ratio (§ 5323)

For three decades, FTA has implemented a policy regarding “spare ratio” (or reserve rolling stock) for public transit agencies proposing to replace, rebuild, or acquire additional vehicles for their bus fleets. Pursuant to an FTA Circular, for every five fixed-route vehicles in a public transit agency’s active bus fleet, it can only have one bus (20 percent) as a spare vehicle. FTA assesses grant applicants’ compliance with the spare ratio rule when reviewing applications for Federal funds to replace, rebuild, or add vehicles to an agency’s fleet.

Some public transit agencies have faced difficult fleet management choices as needed vehicles surpass their useful life and agencies transition their fleets to zero-emission buses, which have different operating characteristics (e.g., range limitations, fueling requirements) than other vehicles. Currently, transit agencies cannot assume that zero-emission buses can replace traditionally fueled buses at a 1:1 ratio. Failure to meet the spare ratio requirements may place an agency in violation of the Circular.

FTA’s “20 percent” limitation is arbitrary and not based on any statutory requirement. Furthermore, the Office of Management and Budget Guidance for Federal Financial Assistance (2 CFR § 200.318(d)), which is incorporated into FTA Circular 5010.1 (Award Management Requirements), prohibits the acquisition of unnecessary or duplicative items.

APTA Recommendation:

Eliminate the Bus Fleet Spare Ratio limitation. At the end of 49 U.S.C. § 5323, add a new subsection: “(w) SPARE RATIO POLICIES REPEAL.—The Bus Fleet Rolling Stock Spare Ratio Policies, as described in the FTA Grant Management Requirements Circular 5010.1, is repealed.”

Project Management Oversight (§ 5327)

Under current FTA regulation, a “major capital project”, means a project that involves the construction, expansion, rehabilitation, or modernization of a fixed guideway that has a total project cost of \$300 million or more and receives Federal funds of \$100 million or more (defined at 49 CFR Part 633.5).

APTA proposes to raise the threshold for project management oversight and definition of a major capital project from \$300 million to \$500 million and to eliminate the Federal funds threshold, bringing FTA regulation into parity with FHWA’s definition. This recommendation also matches APTA’s proposal to increase the maximum total project cost for Small Start projects to \$500 million within the CIG program.

APTA also proposes to decrease the frequency of reviews for major capital projects to an annual process, reducing unnecessary and burdensome requirements. This recommendation also brings FTA policy into parity with FHWA projects.

These recommendations ensure Federal oversight is reserved for higher-risk projects without discouraging innovation.

APTA Recommendations:

- **Increase the threshold for a project to be considered a “major capital project” from \$300 million to \$500 million.** Amend 49 U.S.C. § 5327(d)(1) by striking “a project to acquire rolling stock or to maintain or rehabilitate a vehicle” and inserting—

“(A) a project to acquire rolling stock or to maintain or rehabilitate a vehicle; or”

“(B) a project with an estimated total cost of less than \$500,000,000, unless the Secretary determines project management oversight will benefit the Federal Government or the recipient.”

- **Decrease the frequency of quarterly reviews for major capital projects to annual reviews.** Amend 49 U.S.C. § 5327—

(1) In subsection (a)(12) by striking “quarterly” and inserting “annually”;

(2) In subsection (d)(2)(B) by striking “quarterly” and inserting “annual”; and

(2) In subsection (d)(3) by striking “quarterly” and inserting “annual”.

Public Transportation Safety Program (§ 5329)

FTA State Safety Oversight Agencies (SSOAs) are Federally mandated organizations that require each State with rail and rail-fixed guideway public transit systems to establish an agency responsible for overseeing and ensuring safety. The SSOA's primary role is to monitor transit agencies' adherence to safety regulations, conduct safety audits and inspections, investigate incidents, and ensure the implementation of effective Safety Management Systems (SMS).

Some public transit agency employees seek employment at SSOAs and are assigned to oversee areas in which they previously worked. APTA has raised the issue of conflicts of interest for such employees in several comments to FTA. To preserve integrity and to avoid conflicts of interest, APTA recommends there be a "cooling-off period" of at least 12 months between when an employee leaves or retires from a Rail Transit Agency and is employed by an SSOA. In addition, APTA recommends a prohibition against a former transit employee hired by an SSOA to oversee the exact same area in which they previously worked at a public transit agency.

- **Require FTA to issue regulations to prohibit employees who have previously worked for public transit agencies from being hired by a State Safety Oversight Agency (SSOA) for a minimum of 12 months and prohibit any such employee from overseeing projects or programs under the employee's purview while at the transit agency.**

FAST Act Recommendations

Expedited Project Delivery for Capital Investment Grants Pilot Program (FAST Act § 3005(b))

The Expedited Project Delivery for Capital Investment Grants Pilot Program was originally established in MAP-21. This pilot program allows for up to eight New Starts, Core Capacity, or Small Starts projects to expedite the evaluation process normally required for CIG.

APTA Recommendation:

- **Increase the maximum Federal CIG amount for Small Start projects from \$150 million to \$250 million to be consistent with 49 U.S.C. § 5309(a)(6), as amended by these Recommendations.** Amend § 3005(b)(1)(I) in clause one by striking “\$150,000,000” and insert “250,000,000”.

Mega Events Program

Mega Events Program (§ 53__)

Over the next 10 years, the United States will host the FIFA World Cup, Summer Olympic and Paralympic Games, and Winter Olympic and Paralympic Games. The 2026 FIFA World Cup will be held throughout North America in June and July 2026, with more than 70 matches played in 11 cities across the United States. In addition to the World Cup, the United States will host the 2028 Summer Olympic and Paralympic Games in Los Angeles, CA; 2031 Men's Rugby World Cup; 2033 Women's Rugby World Cup; and 2034 Winter Olympic and Paralympic Games in Salt Lake City, UT.

Public transit agencies play a critical role in Mega Events, providing increased capacity and optimized routes and frequency to move millions of fans efficiently. Transit agencies provide essential services such as bringing fans to and from the airports, events, and celebrations—all while driving revenue, creating jobs, and proving public transit investments are powerful economic catalysts.

These Mega Events require extensive Federal, state, and local resources. The Federal Government provided almost \$2 billion to support the 1984, 1996, and 2002 Olympic and Paralympic Games held in the United States. However, no law or policy exists that defines the Federal Government's overall role in funding and supporting such events when hosted in the United States.

APTA proposes to create a competitive grant program to provide funding to public transit agencies for capital and operating costs incurred to host and carry out a Mega Event.

APTA Recommendation:

- **Establish a Mega Events competitive grant program to provide funding to public transit agencies for capital and operating costs incurred to host and carry out a Mega Event.**

Amend Chapter 53 of U.S.C. title 49 by inserting the following section:.

“§ ____ . Mega Events Program

“(a) DEFINITION.—In this section the following definition shall apply:

“(1) MEGA EVENT.—The term “Mega Event” means an event that is held at a site within the United States or United States territory, which has been designated as a Level One National Special Security Event by the Department of Homeland Security’s Office of Situational Awareness through the Special Event Assessment Rating System.

“(b) GENERAL AUTHORITY.—The Secretary of Transportation shall establish a program under which the Secretary may make grants to public transportation agencies for capital and operating costs incurred to host and carry out a Mega Event.

“(c) GRANT REQUIREMENTS.—A grant awarded under this section shall be subject to the requirements of—

“(1) section 5307 for eligible recipients of grants made in urbanized areas; and

“(2) section 5311 for eligible recipients of grants made in rural areas.

“(d) ELIGIBLE RECIPIENTS.—Eligible recipients include a State or local governmental authority, or any other operator of a public transportation system that receives financial assistance under this chapter that—

“(1) is supporting a Mega Event; and

“(2) is located not more than 100 miles from the location or locations in which the applicable Mega Event is or will be held.

“(e) ELIGIBLE ACTIVITIES.—Eligible recipients may use funding provided under this section for—

“(1) capital projects as defined in section 5302(4) for a Mega Event; and

“(2) to finance the operating cost of equipment and facilities for use in public transportation for a Mega Event.

“(f) COORDINATION OF MEGA EVENT PROGRAM FUNDS.—

“(1) USE OF FUNDS.—Funds appropriated to carry out this section shall be in addition to any other funds available under this chapter.

“(2) NO EFFECT ON OTHER GOVERNMENT ACTIVITY.—The provision of funds under this section shall not affect the ability of any other agency of the Government, or a state agency, a local governmental entity, organization, or person, to provide any other funds otherwise authorized by law.

“(g) GOVERNMENT SHARE OF COSTS.—

“(1) CAPITAL PROJECTS.—A grant for a capital project under this section shall not exceed 80 percent of the net capital project cost. The recipient may provide additional local matching amounts.

“(2) OPERATING ASSISTANCE.—A grant for operating expenses under this section may not exceed 50 percent of the net project cost of the project.

“(3) REMAINDER.—The remainder of net project costs shall be provided—

“(i) in cash from non-Government sources other than revenues from providing public transportation services;

“(ii) from revenues from the sale of advertising and concessions;

“(iii) from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, or new capital;

“(iv) from amounts appropriated or otherwise made available to a department or agency of the Government (other than the Department of Transportation) that are eligible to be expended for transportation; and

“(v) from amounts received under a service agreement with a State or local social service agency or private social service organization.

“(h) AUTHORIZATIONS.—There are authorized to be appropriated for each fiscal year such sums as may be necessary to carry out this section.”

Passenger Rail Policy Recommendations

Federal-State Partnership for Intercity Passenger Rail (§ 24911)

The Federal-State Partnership for Intercity Passenger Rail Grant Program provides Federal funds for capital projects that reduce the state-of-good-repair backlog, improve performance, or expand or establish new intercity passenger rail service. The program receives the largest allocation of yearly Federal funds for passenger rail services.

APTA proposes reducing the required period of notification to Congress for the program from 30 days to 3 days, consistent with many Department of Transportation requirements for grant notification to Congress (e.g., Railroad Crossing Elimination Program (49 U.S.C. § 22909)). Reducing the period of notification will expedite project delivery without compromising the quality of projects selected for funding or ensuring Congress has an opportunity to review awards in advance of public announcement.

APTA Recommendation:

- **Reduce the required period of notification to Congress for the Federal-State Partnership for Intercity Passenger Rail Program from 30 to 3 days.** Amend 49 U.S.C. § 24911(e)(3)(A) by striking “30 days” and inserting “3 days”.

Public Transit Security Recommendations

Transit Security Grant Program (6 U.S.C. § 1135)

The Transit Security Grant Program (TSGP) is a competitive grant program that provides funding to eligible public transportation systems to protect critical surface transportation infrastructure and the traveling public from acts of terrorism. Among other eligible activities, grant recipients can use funding from TSGP for law enforcement, surveillance training, public awareness campaigns, detection equipment, security cameras, cybersecurity technologies, and hardening infrastructure.

The program has not been authorized since Fiscal Year (FY) 2011. Since FY 2012, Congress has appropriated at most \$93 million each year, far less than the original authorized funding level of \$1.1 billion.

APTA Recommendation:

- **Authorize \$1.1 billion annually for the Transit Security Grant Program and strike requirements related to how much funding can be used for operational costs.**

Amend 6 U.S.C. § 1135(n)(1) by striking subparagraphs (A) through (E) and inserting:

“(A) \$1,100,000,000 for fiscal year 2027;

(B) \$1,100,000,000 for fiscal year 2028;

(C) \$1,100,000,000 for fiscal year 2029;

(D) \$1,100,000,000 for fiscal year 2030; and

(E) \$1,100,000,000 for fiscal year 2031.”



APTA Surface Transportation Authorization Recommendations

Medium-Sized Transit Intensive Cities (MTIC) Formula Program

*APTA Discussion Draft Proposal for Consideration
by the APTA Legislative Committee*

June 29, 2025

Urbanized Area Formula Grants (§ 5307)

Under the Small Transit Intensive Cities (STIC) Formula program, 3 percent of the funds made available under the § 5307 Urbanized Area Formula Grants program are allocated for small urbanized areas (UZAs) (i.e., population of 50,000 to 199,999) that have public transportation service that operates at a level equal to or above the industry average for medium-sized UZAs (i.e., population of 200,000 to 999,999). STIC funds are distributed based on one or more of six performance categories:

1. passenger miles traveled per vehicle revenue mile;
2. passenger miles traveled per vehicle revenue hour;
3. vehicle revenue miles per capita;
4. vehicle revenue hours per capita;
5. passenger miles traveled per capita; and
6. passengers per capita.

APTA proposes to create a Medium-sized Transit Intensive Cities (MTIC) Formula program. Under the MTIC Formula program, 1 percent of the § 5307 Urbanized Area Formula Grants program would be allocated for medium-sized UZAs that have public transportation service that operates at a level equal to or above the industry average for large UZAs (i.e., population of at least 1 million). MTIC funds would be distributed based on the same six STIC performance categories, and medium-sized transit agencies would receive funds on a formula similar to the STIC program framework.

To reduce the impacts of the MTIC Formula program on other public transit agencies' apportionments, APTA proposes to eliminate the \$30 million annual set aside under the § 5307

Urbanized Area Formula Grants program for Passenger Ferry Grants. Under the APTA *Recommendations*, passenger ferries will be eligible for a new Competitive Passenger Ferry Grants program.

APTA Recommendations:

- **Strike the Passenger Ferry Grants Set-Aside.** Amend 49 U.S.C. § 5336(h) by striking § 5336(h)(1). (*Under the APTA Recommendations, Passenger Ferry Grants will be funded under a separate Competitive Passenger Ferry Grants program*).
- **Establish a 1 percent takedown for Medium-Sized Transit Intensive Cities Formula Program.** Amend § 5336(h) by inserting (3) in the list as follows: “(3) of amounts not apportioned under paragraphs (1) and (2), 1 percent shall be apportioned to urbanized areas with populations of at least 200,000 but not more than 999,999 in accordance with subsection (k);”
- **Make conforming amendments for all cross references.**
- **At the end, insert a new subsection § 5336(k):**

“(k) MEDIUM-SIZED TRANSIT INTENSIVE CITIES FORMULA.—

(1) DEFINITIONS.—In this subsection, the following definitions apply:

(A) ELIGIBLE AREA.—The term "eligible area" means an urbanized area with a population of at least 200,000 but not more than 999,999 that meets or exceeds in one or more performance categories the industry average for all urbanized areas with a population of at least 1,000,000, as determined by the Secretary in accordance with subsection (c)(1).

(B) PERFORMANCE CATEGORY.—The term "performance category" means each of the following:

- (i) Passenger miles traveled per vehicle revenue mile.
- (ii) Passenger miles traveled per vehicle revenue hour.
- (iii) Vehicle revenue miles per capita.
- (iv) Vehicle revenue hours per capita.
- (v) Passenger miles traveled per capita.
- (vi) Passengers per capita.

(2) APPORTIONMENT.—

(A) APPORTIONMENT FORMULA.—The amount to be apportioned under subsection (h)(3) shall be apportioned among eligible areas in the ratio that—

- (i) the number of performance categories for which each eligible area meets or exceeds the industry average in urbanized areas with a population of at least 1,000,000; bears to
- (ii) the aggregate number of performance categories for which all eligible areas meet or exceed the industry average in urbanized areas with a population of at least 1,000,000.

(B) DATA USED IN FORMULA.—The Secretary shall calculate apportionments under this subsection for a fiscal year using data from the national transit database used to calculate apportionments for that fiscal year under this section.”