



U.S. Department of Transportation  
**Federal Transit Administration**



**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**URBANIZED AREA FORMULA PROGRAM GRANTS**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
Urbanized Area Formula Program	\$6,330	\$6,463	\$6,633	\$6,770	\$6,943
Passenger Ferry Grant Program	\$30	\$30	\$30	\$30	\$30
Growing States Formula* (5340)	\$281	\$287	\$294	\$300	\$308
High-Density States Formula* (5340)	\$348	\$356	\$365	\$372	\$382

\* Growing States and High-Density State Formula funds (Section 5340) are determined based on a statutory formula and are added to the urbanized area formula. Amounts shown for FY22-26 are based on the proportion of 5340 funds provided in FY 2021.

**Program Purpose:** The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues, without change, the Urbanized Area Formula Funding program that makes federal resources available to urbanized areas and governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

**Statutory References:** 49 U.S.C. § 5307, § 5340

**Eligible Recipients:** Funding is made available to designated recipients that must be public bodies with the legal authority to receive and dispense federal funds. Governors, responsible local officials, and publicly owned operators of transit services are required to designate a recipient to apply for, receive, and dispense funds for urbanized areas pursuant to 49 U.S.C. 5307. The governor or governor’s designee is the designated recipient for urbanized areas between 50,000 and 200,000.

**Eligible Activities:** The Bipartisan Infrastructure Law continues without change the broad range of activities eligible under the Urbanized Area Formula Program, including:

- Capital projects
- Planning
- Job access and reverse commute projects
- Operating costs of equipment and facilities for use in public transportation (in urbanized areas with a population of fewer than 200,000 individuals)

Eligible activities include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses and overhaul and rebuilding of buses; crime prevention and security equipment; construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems, including rolling stock, overhaul, and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

For urbanized areas with populations less than 200,000, costs to operate equipment and facilities for use in public transportation is an eligible expense. In areas with a population greater than or equal to 200,000, operating assistance is an eligible expense for agencies that operate 100 or fewer vehicles in peak service, subject to published limits on expenditures for such expenses.

For urbanized areas with populations of 200,000 or greater, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the governor of each state for distribution.

**What's Changed?** The Bipartisan Infrastructure Law requires recipients of Urbanized Area Formula Program (Section 5307) funds that serve urbanized areas with populations of 200,000 or more to allocate not less than 0.75 percent of their Urbanized Area Formula Program funds to safety related projects.



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## **BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:** **TRANSIT ASSET MANAGEMENT**

### **Program Purpose:**

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), continues, without change, FTA's Transit Asset Management (TAM) program. The TAM program enables transit agencies to implement strategic approaches to monitoring, maintaining, and replacing transit assets. FTA's TAM rule (49 CFR Part 625) requires transit agencies to develop a compliant TAM plan, set performance targets for capital assets, create data and narrative reports on performance measures, and coordinate with their planning partners.

**Statutory References:** 49 U.S.C. § 5326

**Covered Recipients:** Any recipient or subrecipient that owns, operates, or manages capital assets used for providing public transportation.

### **What's Changed?**

The Bipartisan Infrastructure Law continues the TAM program without change. However, the law requires the consideration of TAM plan elements in two other FTA programs:

- **Fixed Guideway Capital Investment Grants (Section 5309):** Adds a requirement for the Secretary to determine that a project sponsor has made progress toward meeting the transit asset management performance targets required by 49 U.S.C. 5326(c)(2).
- **State of Good Repair Grants (Section 5337):** Adds a requirement for the Secretary to consider whether an applicant has identified rail vehicle replacements as a priority in the recipient's TAM.



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**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT (TOD) PLANNING**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
Pilot Program for TOD Planning	\$13	\$13	\$14	\$14	\$14

**PROGRAM PURPOSE:**

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the competitive Transit Oriented Development (TOD) planning program, that provides funding for efforts associated with an eligible transit project for which the project sponsor will seek funding through FTA’s Capital Investment Grants Program. TOD focuses growth around transit stations to create compact, mixed-use communities with easy access to jobs and services. TOD capitalizes on public investments in transit and supports transit systems by increasing ridership and fare revenue.

**Statutory References:**

MAP-21 § 20005(b), IJIA § 30009

**Eligible Recipients:**

State or local governmental authorities

**Eligible Activities:**

Grants are available to assist in financing comprehensive or site-specific planning associated with eligible projects that seek to:

- Enhance economic development, ridership, and other goals established during the project development and engineering processes
- Facilitate multimodal connectivity and accessibility
- Increase access to transit hubs for pedestrian and bicycle traffic
- Enable mixed-use development
- Identify infrastructure needs associated with the eligible project
- Include private sector participation

**What's Changed?**

Permits federal financing for site-specific as well as comprehensive planning. Previously only comprehensive planning was eligible for federal funds.



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**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**TECHNICAL ASSISTANCE AND WORKFORCE DEVELOPMENT**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
Technical Assistance and Workforce Development	\$12	\$12	\$12	\$13	\$13

**PROGRAM PURPOSE:** The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), continues without change the technical assistance, standards development, and workforce development programs. The program is intended to: (1) Carry out technical assistance activities that enable more effective and efficient delivery of transportation services, foster compliance with federal laws, and improve public transportation service; (2) Develop standards and best practices for the transit industry; and (3) Address public transportation workforce needs through research, outreach, training and the implementation of a frontline workforce grant program, and conduct training and educational programs in support of the public transportation industry.

**Statutory References:** 49 U.S.C. § 5314

**Eligible Recipients:**

Federal government departments, agencies, and instrumentalities of the government; Metropolitan Planning Organizations; state and local governmental entities; providers of public transportation; and national nonprofit organizations that have the appropriate demonstrated capacity to provide public transportation-related technical assistance.

**Eligible Activities:**

The law continues without change the broad range of activities eligible under Sec. 5314, including:

- Technical assistance
- The development of voluntary and consensus-based standards and best practices by the public transportation industry, including standards and best practices for safety, fare collection, intelligent transportation systems, accessibility, procurement, security, asset management to maintain a state of good repair, operations, maintenance, vehicle propulsion, communications, and vehicle electronics

- Programs that address human resource needs as they apply to public transportation activities such as an employment training program and outreach
- Activities related to the National Transit Institute



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**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**STATE OF GOOD REPAIR FORMULA AND COMPETITIVE GRANTS FOR RAIL VEHICLE REPLACEMENT**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
5337 State of Good Repair	\$4,411	\$4,483	\$4,575	\$4,649	\$4,743
<i>High Intensity Fixed Guideway Tier</i>	\$3,994	\$4,064	\$4,153	\$4,225	\$4,316
<i>High Intensity Motorbus Tier</i>	\$117	\$119	\$122	\$124	\$127
<i>Competitive Grants for Rail Vehicle Replacement</i>	\$300	\$300	\$300	\$300	\$300

Note: The Bipartisan Infrastructure Law provides both authorized future funding from the Mass transit Account of the Highway Trust Fund and advance annual appropriations, both of which are included in the table shown above.

**Program Purpose:** The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the State of Good Repair grants program. This program provides financial assistance to transit agencies that operate fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, including competitive grants for rail rolling stock, as well as for the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transportation operates safely, efficiently, reliably, and sustainably so communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

**Statutory References:** 49 U.S.C. § 5337, IIJA § 30016, IIJA Division J



**Eligible Recipients:**

- For formula funds: state and local governmental authorities in urbanized areas with fixed guideway and high intensity motorbus systems that have been in operation for at least seven years.
- For competitive funds: state and local governmental authorities.

**Eligible Activities:** Projects that maintain, rehabilitate, and replace capital assets including rail rolling stock, as well as projects that implement transit asset management plans.

**What's Changed?**

The Bipartisan Infrastructure Law added a competitive component to the program for state and local governmental authorities to fund capital projects for the replacement of rail rolling stock. Program requirements and funding allocation amounts will be identified in a Notice of Funding Opportunity. Not more than three new competitive awards to eligible projects may be announced each fiscal year. FTA may select projects for multi-year awards.



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**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**PUBLIC TRANSPORTATION SAFETY PROGRAM**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
State Safety Oversight	\$48	\$49	\$50	\$51	\$53

**Program Purpose:** The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the public transportation safety program, which includes a national public transportation safety plan, a safety certification training program, a public transportation agency safety plan, and a State Safety Oversight (SSO) program.

**Statutory References:** 49 U.S.C. § 5329 / IIJA § 30012

**Eligible Recipients:** States with rail fixed guideway public transportation systems (rail transit systems) not under the jurisdiction of the Federal Railroad Administration are eligible to receive grants through the SSO formula program.

**Eligible Activities:** Grant funds may be used for program operational and administrative expenses, including employee training activities. Recipients of funds under the urban and rural area formula programs may use not more than 0.5 percent of their formula funds to pay not more than 80 percent of the cost of participation in the public transportation safety certification training program, by an employee of a state safety oversight agency or a recipient who is directly responsible for safety oversight.

**What’s Changed?**

- Provides state safety oversight agencies authority to collect and analyze data and conduct risk-based inspections of rail fixed guideway transportation systems.
- Requires agency safety plans to be consistent with Centers for Disease Control and Prevention and State health authority guidelines to minimize exposure to infectious diseases.
- Requires recipients serving an urbanized area with a population of fewer than 200,000, to develop their agency safety plan in cooperation with frontline employee representatives.
- Requires recipients of section 5307 funds that serve urbanized areas with populations of 200,000 or more to undertake the following activities:
  - Establish a Safety Committee, composed of representatives of frontline employees and management, that is responsible for identifying, recommending, and analyzing the

effectiveness of risk-based mitigations or strategies to reduce consequences identified in the agencies' safety risk assessment.

- Develop, and add to their agency safety plan, a risk reduction program for transit operations to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers based on data submitted to the national transit database.
- Set risk reduction performance targets using a three-year rolling average of the data submitted by the recipient to the National Transit Database and allocate not less than 0.75 percent of their section 5307 funds to safety related projects.
- Require maintenance personnel to meet the existing safety training requirements and safety, operations, and maintenance personnel to complete de-escalation training.



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**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**FORMULA GRANTS FOR RURAL AREAS**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
5311 Rural Formula	\$781	\$797	\$818	\$835	\$856
Public Transportation on Indian Reservations (Formula)	\$35	\$36	\$37	\$37	\$38
Public Transportation on Indian Reservations (Competitive)	\$9	\$9	\$9	\$9	\$10
Appalachian Development Public Transportation Assistance Program	\$26	\$27	\$28	\$28	\$29
Rural Transit Assistance Program (RTAP)	\$17	\$18	\$18	\$19	\$19
5340 Growing States*	\$112	\$114	\$117	\$120	\$123

\* Note: Section Growing State (Sec. 5340) funds are determined based on a statutory formula and are added to the Rural formula (Sec. 5311). Amounts shown for FY22-26 are based on the proportion of Growing States (Sec. 5340) funds provided in FY 2021.

**Program Purpose:**

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the Formula Grants for Rural Areas Program, which provides capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. It also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

**Statutory References:**

49 U.S.C. § 5311 / IJIA § 30006

**Eligible Recipients:**

- States and federally recognized Indian tribes.
- Subrecipients may include state or local government authorities, nonprofit organizations, or operators of public transportation or intercity bus service that receive funds indirectly through a recipient.

**Eligible Activities:**

The Bipartisan Infrastructure Law continues without change the broad range of activities eligible under the formula grants for rural areas program, including:

- Planning
- Public transportation capital projects
- Operating costs of equipment and facilities for use in public transportation
- Job access and reverse commute projects
- Acquisition of public transportation services

**What's Changed?**

- Establishes fixed funding percentages for the Public Transportation on Indian Reservations and the Appalachian Development Public Transportation Assistance programs:
- Five percent of Rural Formula (Section 5311) funding is available for the Public Transportation on Indian Reservations program. 20 percent of the Public Transportation on Indian Reservations funds must be distributed on a competitive basis, while the remainder must be apportioned by formula.
- Three percent of Section 5311 funding is available for the Appalachian Development Public Transportation Assistance program.



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**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**NATIONAL TRANSIT DATABASE**

**Program Purpose:**

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), continues to authorize the National Transit Database (NTD), which serves as a repository for financial data, operating statistics, safety events, and asset conditions from American transit systems. FTA uses NTD data to apportion funding to urbanized and rural areas in the United States, to inform decision makers at all levels of government, and for research purposes. FTA collects this data from approximately 3,000 transit operators (NTD reporters).

**Statutory References:** 49 U.S.C. § 5335, IIJA § 30014

**Covered Recipients:** Recipients of 5307 or 5311 funding

**What's Changed?**

The Bipartisan Infrastructure Law adds geographic service area coverage as a reporting requirement to the NTD. The law also requires data relating to assaults on transit workers and fatalities resulting from impact with a bus to be reported into the NTD.



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**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**METROPOLITAN, STATEWIDE, AND NONMETROPOLITAN TRANSPORTATION PLANNING**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
Planning Programs	\$185	\$189	\$193	\$197	\$202

**PROGRAM PURPOSE:**

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues planning programs that provide funding and set procedural requirements for multimodal transportation planning in metropolitan areas and states that result in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration.

**Statutory References:**

49 U.S.C. §§ 5303-5305, IIJA §§ 30002-30004

**Eligible Recipients:**

States and Metropolitan Planning Organizations (MPOs)

**Eligible Activities:**

A wide range of planning activities are eligible under this program, including:

- development of transportation plans and programs
- planning, design, and evaluation of a public transportation project
- technical studies related to public transportation

**What's Changed?**

- Adds consideration of state and local housing patterns in the metropolitan planning process.
- Requires MPOs to ensure the consistency of data used in the planning process, including information used in forecasting travel demand, if more than one MPO is designated within an urbanized area.
- Permits the use of social media and other web-based tools to encourage public participation in the planning process.
- Requires MPOs to consider the equitable and proportional representation of the population of the metropolitan planning area when designating officials for the first time.
- Permits a greater than 80 percent federal share for transportation planning in certain circumstances including in lower-density or lower-income portions of metropolitan or adjoining rural areas.



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**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**JOINT DEVELOPMENT PROGRAM**

**Program Purpose:** The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), continues FTA’s Joint Development program. Joint Development is the coordinated development of transit facilities with non-transit commercial and residential projects. The Joint Development program allows FTA grant recipients to use FTA capital grant program funds or FTA-funded real property for joint development.

**Statutory References:** 49 U.S.C. § 5302(3)(G) / IIJA § 30001

**Eligible Recipients:** An FTA grant recipient may propose a joint development project that either (a) will be financed with an FTA grant, or (b) will make use of project property that is subject to the federal interest. Eligible joint development expenses can be funded through all of FTA’s capital grant programs. FTA-assisted joint developments are subject to the requirements of the FTA grants program through which they received funding.

**Eligible Activities:** FTA funds may be used to pay for many aspects of a joint development, including costs associated with eligible planning and capital activities. As required by statute (49 U.S.C. § 5302(3)(G)), joint development projects are eligible for FTA funding if they meet the following eligibility criteria:

1. **Economic Benefit:** Projects must either enhance economic development, or incorporate private investment
2. **Transit Benefit:** Projects must either enhance the effectiveness of transit and be related physically or functionally to public transportation, or establish new or enhanced coordination between public transportation and other transportation
3. **Fair Share of Revenue:** Projects must provide a fair share of revenue that will be used for public transportation.
4. **Fair Share of Costs:** A person making an agreement to occupy space in a transit facility must pay the project sponsor a fair share of the costs of the facility through rental payments and other means. If equipment to fuel privately owned zero-emission passenger vehicles is installed, the recipient of assistance must collect fees from users of the equipment to recover the costs of construction, maintenance, and operation of the equipment.



**What's Changed?** The Bipartisan Infrastructure Law amends 49 U.S.C. § 5302 to include eligibility for electric vehicle charging infrastructure as part of a joint development project, subject to certain conditions. FTA will issue additional guidance on the implementation of this provision.



**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**INNOVATIVE COORDINATED ACCESS AND MOBILITY PILOT PROGRAM**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
Innovative Coordinated Access and Mobility Pilot Program	\$5	\$5	\$5	\$5	\$5

**Program Purpose:**

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues to provide funding for the Innovative Coordinated Access and Mobility (ICAM) pilot program, which funds capital projects to improve coordination and enhance access and mobility to vital community services for older adults, people with disabilities, and people of low income.

**Statutory References:** FAST Act § 3006(b)

**Eligible Recipients:**

Eligible applicants include state departments of transportation, designated recipients for Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (49 U.S.C. § 5310) funds, or local governmental entities that operate a public transportation service, or their eligible subrecipients that have the authority and technical capacity to implement a regional or statewide cost allocation pilot.

**Eligible Projects:**

The range of capital activities eligible under the ICAM program, include:

- financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation services;
- regional or statewide mobility management projects;
- deployment of coordination technology; and
- regional or statewide projects that create or increase access to one-call/one-click centers.

**What’s Changed?**

- The Bipartisan Infrastructure Law does not amend the ICAM pilot program.



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**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:  
EXPEDITED PROJECT DELIVERY PILOT PROGRAM**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
Fixed Guideway Capital Investment Grant Program (Authorized Subject to Appropriation)	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000
Fixed Guideway Capital Investment Grant Program (Advanced Appropriations)	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600

*Note: The Bipartisan Infrastructure Law authorizes \$3 billion per year in annual appropriations for the CIG Program, including funding that may be awarded under the Expedited Project Delivery Pilot Program. In addition, the law directly provides \$1.6 billion per year in advance appropriations as a supplement to annual appropriations for this program.*

**PROGRAM PURPOSE:**

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the Expedited Project Delivery (EPD) Pilot program which is intended to expedite the delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects that utilize public-private partnerships.

**Statutory References:** FAST Act § 3005(b)

**Eligible Recipients:**

Up to eight grants from state and local government agencies, including transit agencies.

**Eligible Activities:**

Design and construction of new fixed guideway capital projects, small starts projects, or core capacity improvement projects that are supported through public-private partnerships and operated and maintained by employees of an existing provider of public transportation.

**What's Changed?**

Revises the Small Starts eligibility thresholds. Small Starts are now projects with a total estimated project cost of less than \$400,000,000 and that are seeking EPD Pilot Program funding of less than \$150,000,000.

Before and After Study requirements placed on project sponsors (an analysis of predicted versus actual cost and ridership outcomes after a project opens for service) were revised. The requirement that FTA report on those studies to Congress annually was also eliminated. Instead, the GAO, as part of its biennial review of the CIG/EPD Pilot Program, will include information on the differences between the predicted and actual outcomes for projects.

Revises the congressional notification timeframe required before a EPD Pilot Program Letter of Intent or construction grant can be awarded from 30 days to 15 days.



**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:  
 FORMULA GRANTS FOR THE ENHANCED MOBILITY  
 OF SENIORS AND INDIVIDUALS WITH DISABILITIES**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
Enhanced Mobility of Seniors and Individuals with Disabilities	\$421	\$429	\$439	\$447	\$457

Note: The Bipartisan Infrastructure Law provides both authorized future funding from the Mass Transit Account of the Highway Trust Fund and advance annual appropriations, both of which are included in the above table.

**Program Purpose:**

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues, without change, the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, which funds transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (200,000 or more in population), small urbanized (50,000-199,999 in population), and rural (under 50,000 in population). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

**Statutory References:** 49 U.S.C. § 5310, IIJA Division J

**Eligible Recipients:**

- Funding is made available to direct recipients. For rural and small urbanized areas (small UZAs), the state is the direct recipient. For large urbanized areas (large UZAs), the governor of the state chooses a designated recipient. State or local governmental entities that operate a public transportation service are also eligible recipients.
- Subrecipients can include states or local government authorities, private nonprofit organizations, or operators of public transportation.

**Eligible Activities:**

The IIJA continues without change the broad range of eligible activities, including:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable

- Public transportation projects that exceed the requirements of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)
- Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit
- Alternatives to public transportation that assist seniors and individuals with disabilities with transportation
- At least 55 percent of program funds must be used on capital projects to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. Examples include:
  - Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs.
  - Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.
- The remaining 45 percent may be used for projects described above or for projects that exceed the requirements of the ADA, improve access to fixed route service and decrease reliance by individuals with disabilities on complementary transit, or alternatives to public transportation to assist seniors and individuals with disabilities. Examples include:
  - Travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage, or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs; and mobility management.

### **What's Changed?**

The IIJA continues the Section 5310 Formula Program with no changes.



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**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM**

**Program Purpose:**

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the public transportation emergency relief program, which funds activities for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. Funding for this program may be appropriated by Congress as necessary.

**Statutory References:** 49 U.S.C. § 5324 / IIJA § 30011

**Eligible Recipients:**

States and local governmental authorities, including public transportation agencies.

**Eligible Activities:**

- Capital projects to protect, repair, reconstruct, or replace equipment and facilities of a public transportation system, including on an Indian reservation, which are in danger of suffering serious damage, or have suffered serious damage, as a result of an emergency.
  - An emergency is defined as a natural disaster affecting a wide area or catastrophic failure resulting from an external cause, and as a result, the governor of a state has declared an emergency and the Secretary of Transportation has concurred, or the President has declared a major disaster.
- Operating costs related to evacuation, rescue operations, temporary public transportation service; or reestablishing, expanding, or relocating public transportation route service before, during, or after an emergency.

**What's Changed?**

- Requires an applicant for emergency relief program funds to submit documentation demonstrating proof of insurance required by federal law for all structures related to the grant application, such as flood insurance required by the Flood Disaster Protection Act of 1973.
- Requires an applicant for emergency relief program funds to certify that it has insurance required by state law for all structures related to the grant application.



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**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**ELECTRIC OR LOW-EMITTING FERRY PILOT PROGRAM**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
Electric or Low-Emitting Ferry Pilot Program	\$50	\$50	\$50	\$50	\$50

Note: In addition to \$50 million provided in the Bipartisan Infrastructure Law, the law authorizes an additional \$50 million per year in funding subject to annual appropriations.

**Program Purpose:** The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, establishes an Electric or Low-Emitting Ferry Pilot Program that makes federal funding available to provide grants for the purchase of electric or low-emitting ferries and the electrification of or other reduction of emissions from existing ferries.

**Statutory References:** IIJA § 71102, IIJA Division J

**Program Requirements:** Funding will be allocated to projects on a competitive basis, from proposals submitted to FTA in response to Notices of Funding Opportunities.

- At least one grant shall be for a ferry service that serves the state with the largest number of marine highway system miles.
- At least one grant shall be for a bi-state ferry service with an aging fleet; and whose development of zero- and low-emission powered ferries will propose to advance the state of the technology toward increasing the range and capacity of zero emission power source ferries.

**Eligible Recipients:** Will be identified in a Notice of Funding Opportunity.

**Eligible Activities:** The purchase of electric or low-emitting ferry vessels that reduce emissions by using alternative fuels or on-board energy storage systems and related charging infrastructure to reduce emissions or produce zero onboard emissions under normal operation.

The use of alternative fuel means:

- (A) methanol, denatured ethanol, and other alcohols
- (B) a mixture containing at least 85 percent of methanol, denatured ethanol, and other alcohols by volume with gasoline or other fuels;



- (C) natural gas;
- (D) liquefied petroleum gas;
- (E) hydrogen;
- (F) fuels (except alcohol) derived from biological materials;
- (G) electricity (including electricity from solar energy); and
- (H) any other fuel that is not substantially petroleum and that would yield substantial energy security and environmental benefits.



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**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS PROGRAM**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
Fixed Guideway Capital Investment Grant Program (Authorized Subject to Appropriation)	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000
Fixed Guideway Capital Investment Grant Program (Advanced Appropriations)	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600

*Note: The Bipartisan Infrastructure Law authorizes \$3 billion per year in annual appropriations for the CIG Program, including funding that may be awarded under the Expedited Project Delivery Pilot Program. In addition, the law directly provides \$1.6 billion per year in advance appropriations as a supplement to annual appropriations for this program.*

**PROGRAM PURPOSE:**

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the discretionary Fixed Guideway Capital Investment Grants (CIG) program, which funds fixed guideway investments including new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. There are three categories of eligible projects under the CIG program: New Starts, Small Starts, and Core Capacity.

Each type of CIG project has a unique set of requirements in the law, although many similarities exist among them. To be eligible to receive a CIG construction grant, all proposed projects must go through a multi-year, multi-step development process outlined in the law. FTA is required to evaluate and rate CIG projects on statutorily defined project justification and local financial commitment criteria that differ by project type, and a project must receive at least a “Medium” overall rating to advance through the steps in the process and receive a construction grant award.

**Statutory References:** 49 U.S.C. §5309; IIJA §30005

**Eligible Recipients:**

State and local government agencies, including transit agencies.

**Eligible Activities:**

- *New Starts and Small Starts*: Design and construction of new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system).
- *Small Starts*: Design and construction of corridor-based bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor and emulate the features of rail.
- *Core Capacity*: Design and construction of a corridor-based investment in an existing fixed guideway system that improves capacity not less than 10 percent in a corridor that is at capacity today or will be in 10 years. The project may not include elements designed to maintain a state of good repair.
- *Joint intercity rail/public transportation project*: Design and construction elements attributable to the public transportation portion of the total project cost based on projected use of the new segment or expanded capacity of the project corridor, not including elements designed to achieve a state of good repair.

**What's Changed:**

- Revises the Small Starts and New Starts eligibility thresholds. Small Starts are now projects with a total estimated project cost of less than \$400,000,000 and that are seeking CIG funding of less than \$150,000,000. New Starts are projects with a total estimated project cost of \$400,000,000 or more or that are seeking CIG funding of \$150,000,000 or more.
- Revises Core Capacity project eligibility to corridors that are at capacity today or will be in 10 years, rather than in the 5-year timeframe under the FAST Act.
- Establishes a process for immediate and future bundling of projects to allow sponsors to move multiple projects through the CIG pipeline simultaneously. The new bundling eligibilities replace the prior "Program of Interrelated Projects" eligibility.
- Adds a requirement for the Secretary to determine that a project sponsor has made progress toward meeting the transit asset management performance targets required by 49 U.S.C. 5326(c)(2).
- Amends the "warrants" provisions for New Starts and Core Capacity projects to remove the requirement that the total estimated capital cost of the project must be under \$100,000,000.
- Requires the Secretary to provide full and fair consideration to projects that seek an updated rating after a period of inactivity following an earlier rating and evaluation.
- Adds a requirement that FTA publish no less frequently than monthly a dashboard on its public website with information on each project seeking CIG funding.
- Before and After Study requirements (an analysis of predicted versus actual cost and ridership outcomes after a CIG project opens for service) were revised. The

requirement that FTA report on those studies to Congress annually was also eliminated. Instead, the GAO, as part of its biennial review of the CIG program, will report to Congress on the differences between the predicted and actual outcomes for CIG projects.

- Revises the congressional notification timeframe required before a CIG construction grant can be awarded from 30 days to 15 days for New Starts and Core Capacity projects.

**Federal Share:**

The maximum CIG (Sec 5309) share varies by project type, with New Starts: 60 percent, Small Starts: 80 percent, and Core Capacity: 80 percent. Total federal funds for any project type may not exceed 80 percent.



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**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**BUS TESTING FACILITY**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
Bus Testing Facility	\$5	\$5	\$5	\$5	\$5

**PROGRAM PURPOSE:**

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), continues the bus testing facility program, which funds one bus testing facility for testing new bus models for maintainability, reliability, safety, performance, structural integrity, fuel economy, emissions, and noise.

**Statutory References:**

49 U.S.C. § 5318, IIJA § 30008

**Eligible Activities:** Activities relating to the testing of new bus models and the operation and maintenance of the bus testing facility

**What's Changed?** Federal funds may now be used for the purchase of equipment and capital projects related to testing new bus models.



**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**GRANTS FOR BUSES AND BUS FACILITIES**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
Grants for Buses and Bus Facilities (Formula)	\$604	\$617	\$633	\$646	\$662
Grants for Buses and Bus Facilities (Competitive)	\$376	\$384	\$394	\$402	\$412
Low or No Emissions Grants (Competitive)	\$1,122	\$1,123	\$1,125	\$1,127	\$1,128

Note: The Bipartisan Infrastructure Law provides both authorized future funding from the Mass Transit Account of the Highway Trust Fund and advance annual appropriations, both of which are included in the table shown above.

**Program Purpose:**

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the Grants for Buses and Bus Facilities program, which makes funding available to states, designated recipients, and local governmental entities that operate fixed route bus service to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no-emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Two sub-programs provide competitive grants for buses and bus facility projects, including one that supports low and zero-emission vehicles.

**Statutory References:**

49 U.S.C. § 5339, IIJA § 30018, IIJA Division J

**Eligible Recipients:**

- Eligible recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and state or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under the Urbanized Area Formula (Section 5307) and Rural Formula (Section 5311) programs.
- Subrecipients: An eligible recipient that receives a grant under the formula or competitive programs may allocate amounts from the grant to subrecipients that are public agencies or

private nonprofit organizations engaged in public transportation, except that nonprofit organizations are not eligible subrecipients under the Low or No Emission Grants program.

**Eligible Activities:**

- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

**What's Changed?**

- The Grants for Buses and Bus Facilities formula national distribution is increased to \$4 million for each state and \$1 million for each territory.
- Requires applicants for both the Grants for Buses and Bus Facilities formula and competitive programs to use, to the extent possible, innovative procurement tools authorized under Section 3019 of the FAST Act. If fewer than five buses are purchased through a stand-alone procurement, the recipient must provide a written explanation to FTA of why the authorized procurement tools were not used.
- Allows an applicant to the Grants for Buses and Bus Facilities competitive program who is also applying for the Low or No Emission Grants program to propose partnerships with other entities, which would then be deemed to satisfy the competitive procurement requirements under 49 U.S.C. § 5325.
- Requires that applicants submit a zero-emission fleet transition plan with their applications to both Grants for Buses and Bus Facilities and Low or No Emissions Grants competitive programs for projects related to zero-emission buses.
- Not less than 25% of Low or No Emissions Grants funding must be used for low-emission vehicles and related facilities (excluding zero emission vehicles and facilities).
- Requires that 5% of all Grants for Buses and Bus Facilities or Low or No Emissions competitive grants related to zero emission vehicles or related infrastructure be used for workforce development activities, unless the applicant certifies that less is needed to carry out their zero-emission fleet transition plan.



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**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:**  
**ALL STATIONS ACCESSIBILITY PROGRAM GRANTS**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
All Stations Accessibility Program	\$350	\$350	\$350	\$350	\$350

**Program Purpose:** The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, establishes a new All Stations Accessibility Program (ASAP) to provide federal competitive grants to assist eligible entities in financing capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs, by increasing the number of existing stations or facilities for passenger use that meet or exceed the new construction standards of Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.).

**Statutory References:** IIJA Division J

**Program Requirements:** Will be identified in a Notice of Funding Opportunity.

**Eligible Recipients:** States and local government authorities.

**Eligible Activities:**

- Projects to repair, improve, modify, retrofit, or relocate infrastructure of legacy stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame, to meet or exceed current ADA standards for buildings and facilities; or
- Planning related to pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to legacy stations or facilities for passenger use.
- An eligible entity may not use a grant awarded under this program to upgrade a station or facility for passenger use that is already accessible to and usable by people with disabilities, including individuals who use wheelchairs, according to standards for new construction under Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.)



- Eligible activities apply only to legacy stations or facilities that are currently inaccessible.