

BUILD America and Current Federal Transit Trendlines



Missouri Public Transit Association
Sept. 3, 2026

●

Five-year bill

●

Bi-partisan

●

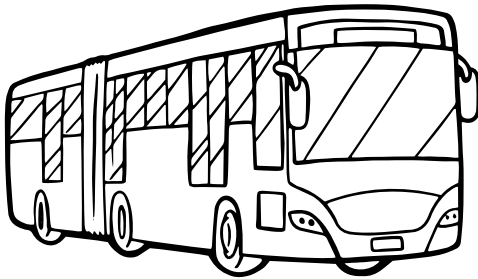
**Passed by
62-2 T&I
Committee
vote**

●

**Meets many
CTAA
member
requests**

●

**Addresses,
but does not
solve, Trust
Fund
solvency**



BUILD America 250 Act Key Points

Key Formula Program Funding Levels

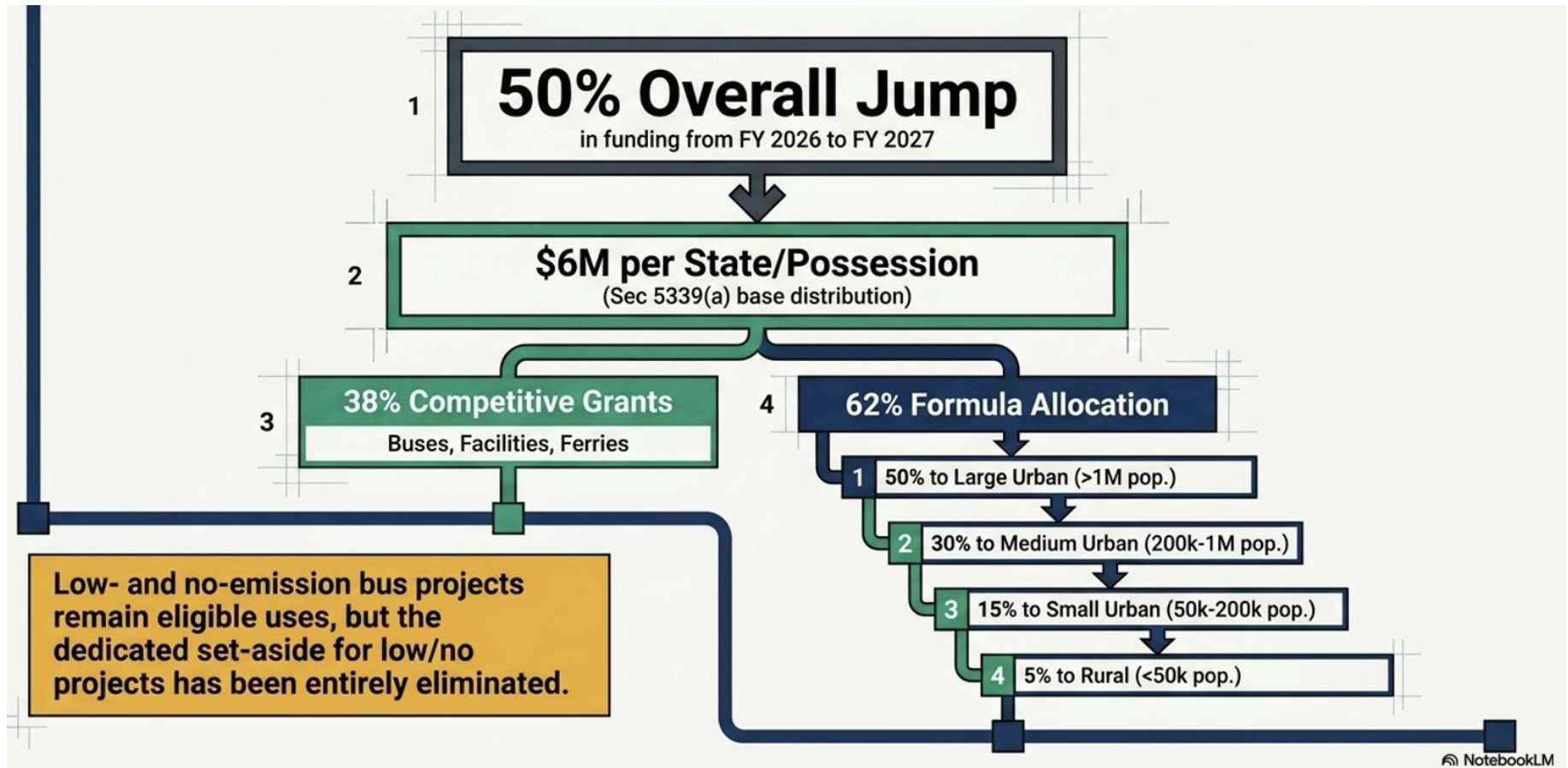


	Section	FY26 Baseline	FY27 Total	Immediate Jump	Outyear Growth
1	Sec 5307 (Urban Transit)	\$7.0B	\$7.7B	~10%	1.5 - 2.0%
2	Sec 5310 (Elderly/Disabled)	\$407.0M	\$447.3M	~10%	1.0 - 2.0%
3	Sec 5311 (Rural Transit)	\$959.6M	\$1.0B	~5%	1.5 - 2.0%

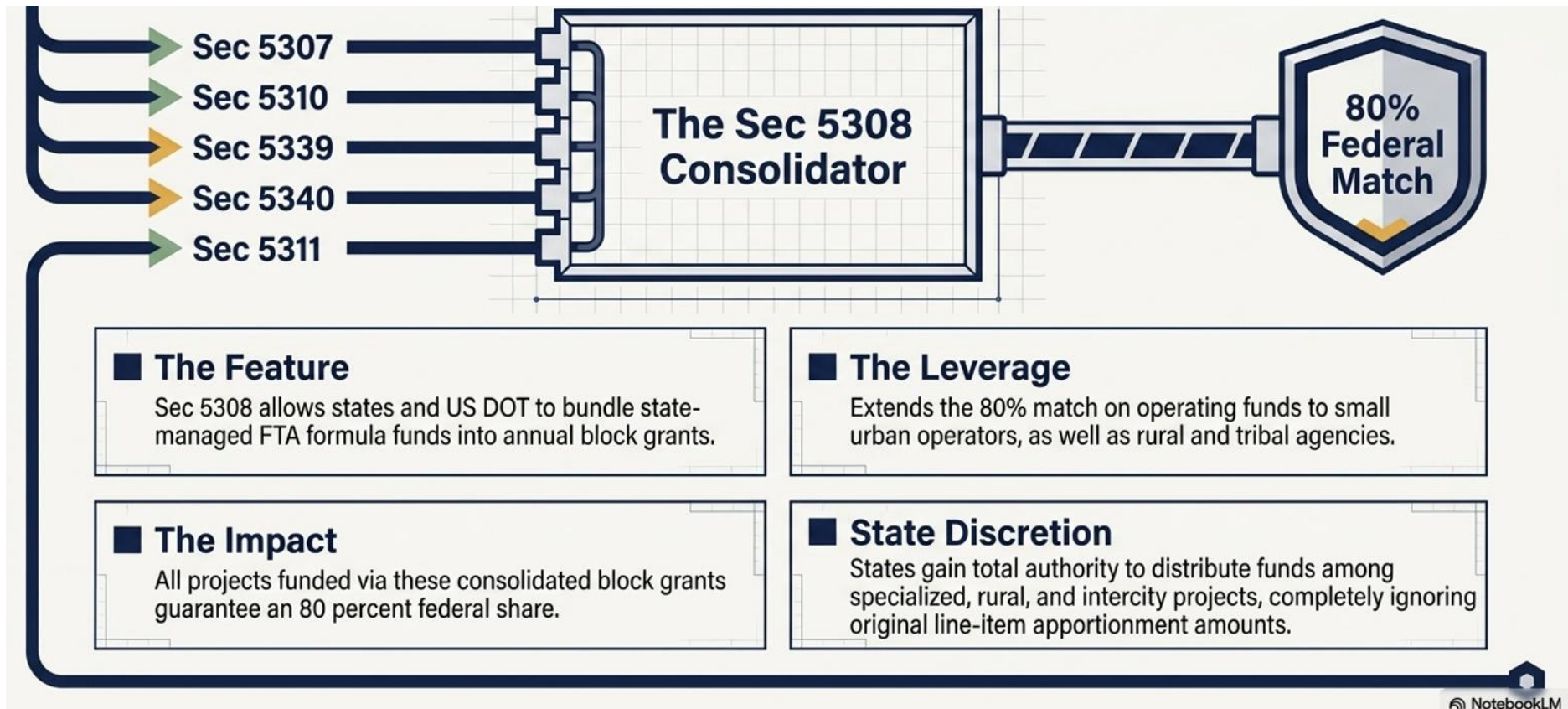
Regulatory Relief Dashboard

Asset Flexibility	Administrative Relief	Operational Autonomy
Bus Sales Grantees retain full proceeds from asset sales with no remaining federal interest if certified for capital projects under Sec 5307, 5308, 5310, or 5311.	Oversight & Reviews Streamlines FTA triennial reviews. Grants scheduled review waivers to Sec 5307 recipients with favorable records.	Spare Ratios Strictly prohibits the FTA from issuing any mandates or guidance regarding transit fleet spare bus ratios.
NEPA Compliance can be addressed after purchasing land. Introduces crucial categorical exclusions.	NTD Reporting Streamlines current requirements and triggers a GAO study on NTD data quality.	Drug Testing Mandates USDOT to allow hair-based controlled substance testing once HHS certifies equipment/protocols.
Procurement Expands local government procurement eligibility and continues simplification pilot programs.		

Positive Changes to Sec. 5339



New Sec. 5308 Program Proposed



STIC Program would Grow

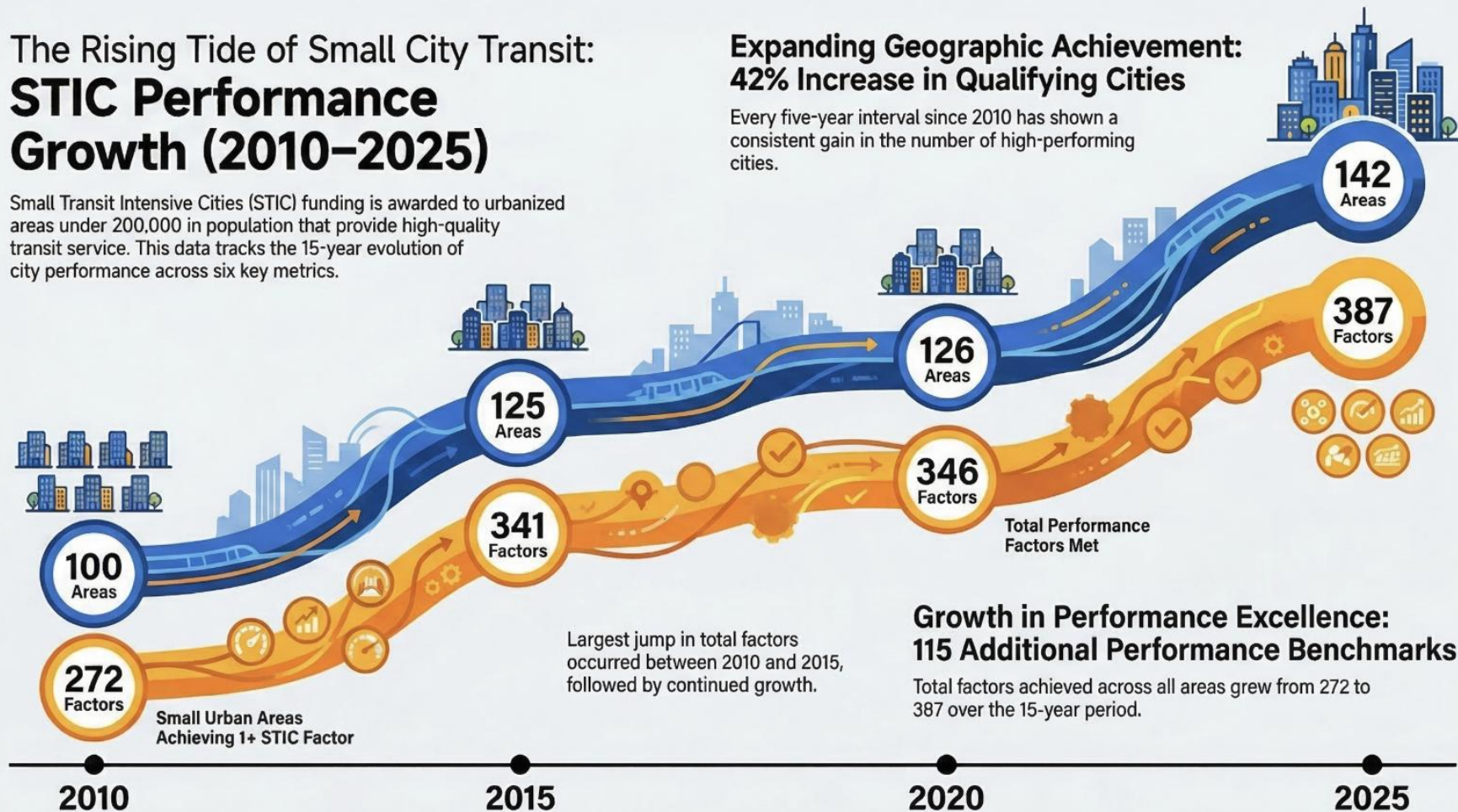


The Rising Tide of Small City Transit: STIC Performance Growth (2010–2025)

Small Transit Intensive Cities (STIC) funding is awarded to urbanized areas under 200,000 in population that provide high-quality transit service. This data tracks the 15-year evolution of city performance across six key metrics.

Expanding Geographic Achievement: 42% Increase in Qualifying Cities

Every five-year interval since 2010 has shown a consistent gain in the number of high-performing cities.



NotebookLM

New Mandate: Driver Barriers



The Hardware Mandate

Driver compartment barriers are strictly required for all newly built fixed-route buses measuring 30 feet or larger.

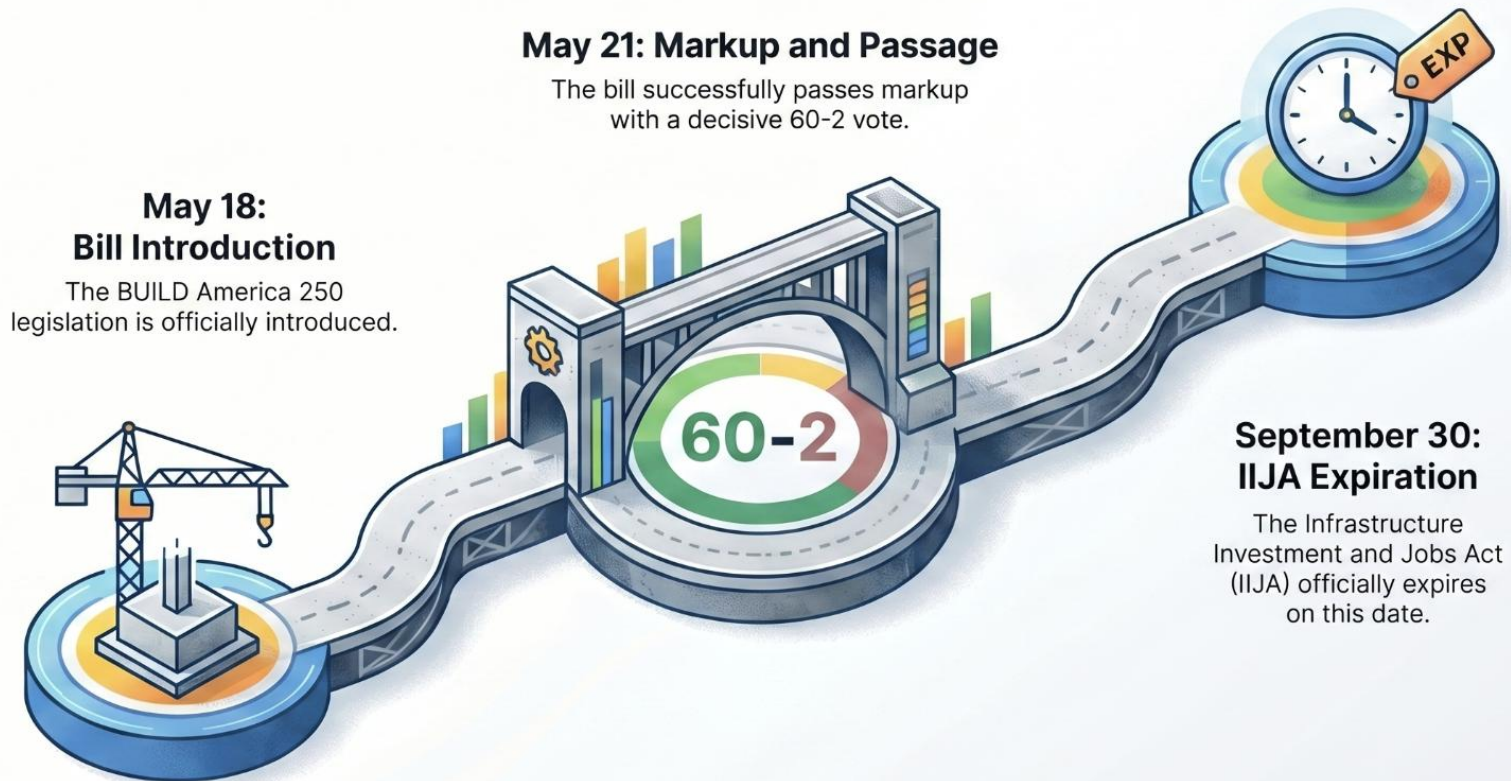
The Timeline

Requirement takes effect exactly two years after the bill's passage.

Administrative Action

The bill establishes a dedicated bus driver safety working group to oversee and advise on operator safety.

The Reauthorization Timeline



Senate CR Deal Imminent

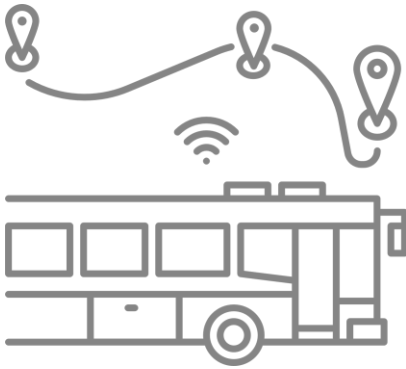
**Passed 89-4 on
Monday, Aug. 3**

**Continues IIJA
Funding Levels**

**House Reaction
is Unknown**

**Postpones OMB
Proposed
Changes to
Uniform Guidance**

**NO ADVANCED
APPROPRIATIONS**



About Advanced Appropriations



**Key aspect of
IIJA**



**Fund FRA,
FHWA, FAA
and FTA**



**Focus of
partisan
appropriations
fight**



**Loss would be
big hit to
transit**



**CTAA signs
onto a number
of surface
transportation
letters**

What's At-Stake with Advanced Appropriations

HIGH-CAPACITY & INFRASTRUCTURE GRANTS

Capital Investment Grants (CIG)

+ \$1.6B
Annual Surge (IIJA)

\$3.0 Billion
Regular Authorization



\$350M for the New All Stations Accessibility Program

Entirely new funding for a program not previously authorized

New

State of Good Repair

+ \$950M
Boost (IIJA)

\$3.55B
Annual Base (Regular)

SPECIALIZED & SUSTAINABLE MOBILITY

Low-Emission Bus Funding Grows by Over 1,300%



+ \$1.05B
Additional Funds (IIJA)

1300%+

\$78.5M
Regular Authorization

Ferry Programs Funding Levels Doubled



Rural Ferry: **\$200M** Regular
IIJA Match **+\$200M**



Electric Ferry: **1:1** Regular
IIJA Match **1:1**



RELATIVE FUNDING SHIFTS (Select Programs)

Low- & No-Emission Bus	\$1.05 Billion IIJA	\$78.5 Million Regular
Ferry Service (Rural)	\$200 Million IIJA	\$200 Million Regular
Seniors & Disabilities	\$50 Million IIJA	\$407 Million Regular

NotebookLM

PATH Act Introduced

Updates how
ridership
calculations
are done for
CIG

Brings
population
growth
forecasting
and TOD into
mix

Could bring
balance to
FTA – CIG
decisions

Bi-partisan
supported –
with Utah reps
leading

SUN members
should
consider
talking to
members

A BILL

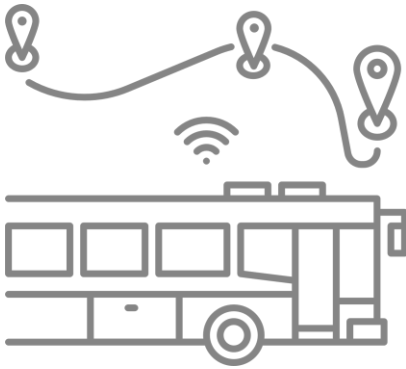
To amend title 49, United States Code, to include certain ridership forecasting methods in determinations of whether a project under the fixed guideway capital investment grants program is justified, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

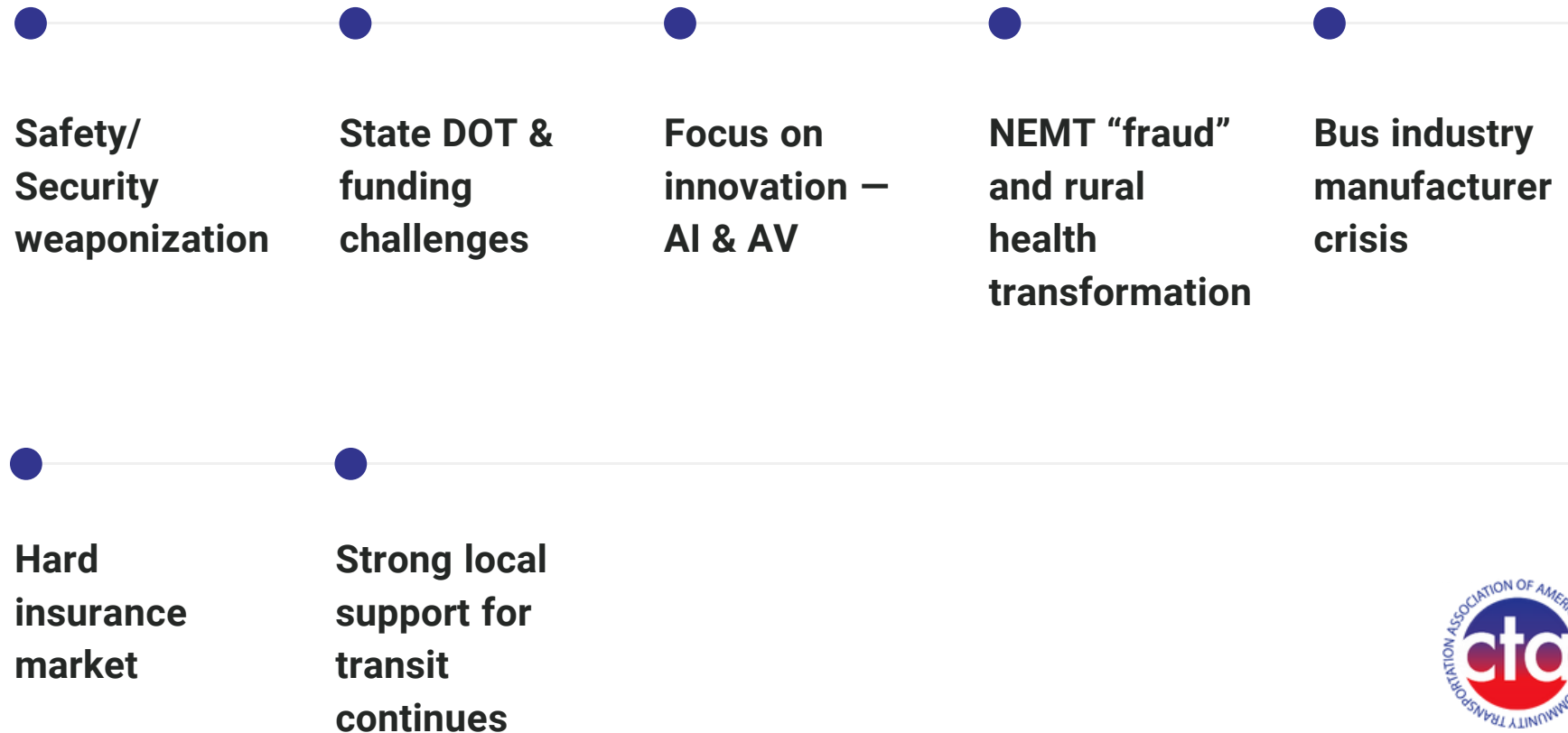
3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Promoting Access to
5 Transit in High-Growth Communities Act” or the “PATH
6 Act”.





Federal Transit Trendlines



Contact Me



Scott Bogren
bogren@ctaa.org

Phone
202.247.1921

Website
www.CTAA.org