

Infrastructure - FTA Launches Revamped Bus Testing Website

Last summer, FTA completed a comprehensive revision to its [Bus Testing](#) website, including:

- Redesigned homepage to make it easier to find the most important information
- Updates to reflect the August 1, 2016 “Pass/Fail” Bus Testing Final Rule and current policies
- Addition of Frequently Asked Questions
- Repair of missing and broken links
- New [email](#) address for submitting requests for determinations and/or authorizations and for contacting FTA about other bus testing matters



FTA’s Bus Testing Program provides reliable information to FTA grant recipients on the maintainability, reliability, safety, performance, structural integrity, fuel economy (for electric vehicles, energy efficiency and range), noise, and emissions of transit buses. Bus testing helps recipients select bus models that will meet their performance expectations and can withstand the rigors of transit service.

The Federal Bus Testing Program was created in 1987 by Section 317 of the Surface Transportation

and Uniform Relocation Assistance Act (STURAA; Public Law 100-17), which required FTA to establish a bus testing facility to test new bus models purchased with Federal funding. Prior to 2016, the purpose of the testing was not to set a standard or grade bus performance but to provide performance information to transit authorities to use in their purchase or lease decisions.

The Bus Testing Center is in Altoona, Pennsylvania. Over time, the program was modified by public transportation law including the following:

- **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**, which explicitly required alternative fuel buses to be tested, authorized FTA to pay 80% of the costs of testing, and added braking performance and emissions to the set of tests performed.
- **Moving Ahead for Progress in the 21st Century Act (MAP-21)**, which added requirements for FTA to establish pass/fail criteria for tested bus models and a related scoring system.