

FY 2026 Notice of Funding Opportunity: All Stations Accessibility Program

Date Posted: March 2, 2026

Date Closed: May 1, 2026

Opportunity ID: FTA-2026-001-TPM-ASAP

Grant Program:

[All Stations Accessibility Program](#)

Opportunity Announcement PDF:

<https://www.govinfo.gov/content/pkg/FR-2026-03-02/pdf/2026-04027.pdf>

Opportunity Announcement TXT:

<https://www.govinfo.gov/content/pkg/FR-2026-03-02/html/2026-04027.htm>

View the full Notice of Funding Opportunity (NOFO) online [here](#).

Table of Contents:

1. [Basic Information](#)
2. [Eligibility](#)
3. [Program Descriptions](#)
4. [Application Contents and Format](#)
5. [Submission Requirements and Deadlines](#)
6. [Application Review Information](#)
7. [Award Notices](#)
8. [Post-Award Requirements and Administration](#)

1. Basic Information

The Federal Transit Administration (FTA) announces the opportunity to apply for \$686 million in competitive grants for the Fiscal Year (FY) 2026 All Stations Accessibility Program (ASAP) under Assistance Listing Number 20.533.

- This is an initial announcement for the FY 2025 and FY 2026 rounds of this program.
- As required by Federal public transportation law, funds will be awarded competitively for any purpose eligible under [Division J of the Infrastructure Investment and Jobs Act \(Pub. L. 117-58\)](#) for capital and planning projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities.
- If more funding becomes available for the program before projects are selected, FTA may add it to the total funding available for award under this NOFO.

Topic	Description
Prior Awards	The funding awarded ranged from \$1,395,330 to \$156,503,053.
Dates	Complete proposals must be submitted electronically through the Grants.gov “APPLY” function by 11:59 pm Eastern time May 1, 2026.
Eligible Activities	- Eligible activities include planning and capital projects to upgrade the accessibility of legacy rail public transportation systems for people with disabilities. - Legacy stations are defined as: - Public transportation rail stations already constructed, or where construction began prior to January 25, 1992. - Commuter rail stations already constructed, or where construction began prior to October 7, 1991. - The stations were not identified as key stations (see 49 CFR § 37.47) and remain inaccessible to or unusable by persons with disabilities, including wheelchair users.
Application Instructions	- Instructions for applying can be found on FTA’s website (https://www.transit.dot.gov/funding/grants/notices) and in the “FIND” module of Grants.gov. - The funding opportunity ID is FTA-2026-001-TPM-ASAP. - Mail and fax submissions will not be accepted.
For Further Information, Contact:	Tom Wilson, Office of Program Management Thomas.Wilson@dot.gov.

[Back to top](#)

2. Eligibility

Topic	Description
Eligible Applicant Type	- Designated recipients that operate or allocate funds to legacy rail public transportation systems. - States (including territories and Washington, D.C.) and local governmental entities that operate or financially support legacy rail public transportation systems and corresponding legacy stations or facilities.

Topic	Description
Additional Applicant Eligibility Requirements	To be eligible, applicants must have sufficient legal, financial, and technical capabilities to receive and administer Federal funds under this program.
Eligible Projects	- Capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame. - Planning projects to develop or modify a plan for public transportation accessibility projects; accessibility assessments; or assessments of planned modifications to stations or facilities for passenger use.
Additional Project Eligibility Information	- Capital projects must meet or exceed the standards for new construction under Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131, et seq.) (ADA), as incorporated into Appendix A of 49 CFR part 37. - Only legacy stations or passenger facilities that existed before enactment of the ADA and have not yet been made accessible are eligible for funding. - Only project costs associated with the accessibility improvements are eligible for funding under this NOFO. The following are not eligible for funding: - Any project to upgrade a key station (see 49 CFR § 37.47) and therefore already required to be accessible to and usable by persons with disabilities. - Projects for maintenance or repair of stations or facilities that are already accessible and therefore required to continue to be accessible (see 49 CFR § 37.161(a)). - Maintenance and repair of stations previously made accessible through ASAP because they are subject to the same ongoing maintenance provision (see 49 CFR § 37.161(a)).
Cost Sharing	- The maximum Federal share is 80 percent. - Applicants must include a description of their financial commitment to the proposed project. - More information about eligible sources of local match can be found in FTA Circular 9050.1A and FTA Circular 9040.1H.

[Back to top](#)

3. Program Description

Purpose, Program Goals and Objectives, and Legislative Authority

- [Division J of the Infrastructure Investment and Jobs Act \(Pub. L. 117-58\)](#) authorizes FTA to award competitive grants to States (including territories and Washington, D.C.) and local governmental authorities for capital and planning projects to upgrade the accessibility of legacy rail public transportation systems for people with disabilities.
- The goal of the program is to increase the number of existing rail public transportation passenger stations or facilities that meet or exceed the new construction standards of [Title II of the Americans with Disabilities Act of 1990 \(42 U.S.C. 12131, et seq.\)](#).

Allowable and Unallowable Costs

- There is no minimum or maximum grant award amount.
- Projects may be awarded less than the amount applied for.
- Refer to the table in Section 2, [Eligibility](#), for information on activities that are allowable in this grant program.
- Allowable direct and indirect expenses must be consistent with the Government-wide Uniform Administrative Requirements and Cost Principles ([2 CFR 200](#)) and [FTA Circular 5010.1F](#).

[Back to top](#)

4. Application Contents and Format

A complete proposal submission includes two forms and any supporting attachments.

1. SF-424 Application for Federal Assistance

- Available at [Grants.gov](#)
- All sections of the SF-424 must be completed unless the form states a section is optional

2. Supplemental Form for FY 2026 ASAP

- Available at [Grants.gov](#) or the [FTA website](#).
- You must attach the [Supplemental Form](#) and any supporting documents to the “Attachments” section of the SF-424.
- You must describe and reference supporting documentation by file name in the Supplemental Form, or FTA may not review it.
- FTA will use the information entered into the Supplemental Form to evaluate the project and determine whether or not the proposal will be funded according to the selection criteria described in Section 6 ([Application Review Information](#)) below.
- You must complete all sections of the Supplemental Form unless the form states a section is optional.
- Failure to submit the information as requested can delay review or disqualify the application.

Information required on the SF-424 and Supplemental Form, as indicated on each form, includes:

Topic	Description
Name	Name of Agency applying for funding.
UEI	Unique Entity ID (UEI) assigned by SAM.gov .
Contact	Contact information, including contact name, title, address, phone number, and email address.
District	Congressional district(s) where project will take place.

The Supplemental Form also requires the following information:

Topic	Description
Description of Transit Service Provided and Area Served	Describe the transit service and coverage area.
Project Title	A brief descriptive title of the project.
Project Executive Summary	A short paragraph describing the proposed project.
Project Type	Select capital or planning.
Evaluation Review Criteria	The section includes text boxes for the applicant to address each of the evaluation review criteria identified in Section 6 (Application Review Information).
Additional Considerations	The section includes text boxes for the applicant to address each of the additional considerations, if applicable, identified in Section 6 (Application Review Information).

Additional details about how to fill out the SF-424 and Supplemental Form are available at [Grants.gov](https://grants.gov).

[Back to top](#)

5. Submission Requirements and Deadlines

How to Obtain Forms

- Visit [Grants.gov](https://grants.gov)
- The Supplemental Form is available [here](#).

Application Deadline and How to Submit

Submission Requirements

Project proposals must be submitted through Grants.gov by 11:59 p.m. Eastern time on May 1, 2026.

- Proposals submitted after the deadline will only be considered under extraordinary circumstances not under your control.
- Applications are time and date stamped by [Grants.gov](https://www.grants.gov) upon successful submission.
- Mail, email, and fax submissions will not be accepted.

Submission Confirmation

Within 48 hours after submitting an application, you should receive an email from [Grants.gov](https://www.grants.gov) saying the application has been received by [Grants.gov](https://www.grants.gov) and sent to the “receiving agency”. FTA is the receiving agency for this NOFO.

- If you receive a rejection email from Grants.gov or FTA that the application is incomplete, then you must fix the application and resubmit it before the submission deadline. FTA’s rejection email will come from the email address “noreplyFACES”.
- To avoid processing errors when re-submitting, you must include all original attachments (even if only some of them were updated) and you must check the resubmission box on the updated Supplemental Form.

Submission Tips and Common Mistakes

- Register on the [Grants.gov](https://www.grants.gov) website well before the application deadline. [Grants.gov](https://www.grants.gov) registration is a multi-step process that may take several weeks to complete.
- If you have already registered in [Grants.gov](https://www.grants.gov), you may still need to update your registration before they can apply.
- FTA strongly recommends that you submit your proposal at least 72 hours before the due date. This allows time to correct any submission problems.
- Our system cannot accept Supplemental Forms that are: 1) scanned, a “print” to PDF, or a converted version using another text editor, etc., or 2) from prior years. Use this year’s form and fill it out on your computer.
- More information on how to navigate [Grants.gov](https://www.grants.gov) can be found on [DOT Navigator](#).

Unique Entity Identifier and System for Award Management (SAM)

You are required to:

1. Be registered in SAM before submitting an application;
2. Provide a valid unique entity identifier in the application; and
3. Continue to maintain an active SAM registration with current information at all times when you are applying for a grant or have an active grant from a Federal Agency.

SAM Tips

- SAM registration takes about 3-5 business days.
- However, FTA recommends allowing several weeks for the registration process because there could be unexpected delays (such as needing to get an Employer Identification Number).
- For additional information on obtaining a unique entity identifier, please visit [SAM.gov](https://sam.gov).

Intergovernmental Review

This program is not subject to Executive Order 12372, “[Intergovernmental Review of Federal Programs](#)”.

[Back to top](#)

6. Application Review Information

Responsiveness Review

FTA will reject any applications from ineligible applicants or for ineligible projects. Also see Section 2, [Eligibility](#), above.

Review Criteria

FTA will evaluate applications using the criteria below.

- Projects will be rated based on the information provided in the Supplemental Form. Additional information may also be provided as attachments to support the responses in the Supplemental Form.
- Any additional documentation must be directly referenced on the Supplemental Form, including the file name and page number where the additional information can be found.

Evaluation Criteria	To address each criterion, applicants should:
Demonstration of Need	For station or passenger facility accessibility improvement projects: • Describe the need for the project, including the lack of accessibility at, the condition of, and age of the stations or passenger facilities to be made fully accessible. • Include a detailed project description and scope that explains how the proposed project will make all of the publicly accessible passenger-use areas in the stations or passenger facilities fully accessible in accordance with Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.), as incorporated into Appendix A of 49 CFR part 37. • Certify that this is a legacy rail station that was not previously identified as a key station and not already required to be made fully accessible in accordance with the ADA.

Evaluation Criteria	To address each criterion, applicants should:
	• Describe whether the project: ○ Addresses an overall lack of accessible stations in a particular geographic area; ○ Is at a major interchange point with other transportation modes; ○ Serves major activity or cultural centers, such as employment or government centers, sports or entertainment venues, centers of economic activity or commerce, cultural or community centers, institutions of higher education, hospitals or other major health care facilities, or other facilities that are major trip generators; ○ Is a transfer station on a rail line, between rail lines, or is an end of the line station; ○ Is a station or passenger facility where passenger boardings exceed average station or facility passenger boardings on the rail system; or ○ Reduces ADA paratransit reliance, as demonstrated through paratransit origin-to-destination pairs analysis. For planning projects: • Describe how the proposed planning project will create or update a plan for rail public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to stations or facilities for passenger use. • Describe how the project supports local and regional priorities for increased accessibility at existing legacy rail public transportation stations or passenger facilities.

Evaluation Criteria	To address each criterion, applicants should:
Demonstration of Benefits	For station or passenger facility accessibility improvement projects: - Describe how the project will increase the accessibility of legacy rail public transportation systems for persons with disabilities, including those who use wheelchairs, by increasing the number of existing stations or passenger facilities that meet or exceed the standards for new construction under Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.), as incorporated into Appendix A of 49 CFR part 37. - FTA will rate projects higher if they propose to exceed construction standards, for example by providing multiple paths of travel for people with physical disabilities (including those who use wheelchairs) or technologies to improve accessibility for people with sensory or cognitive disabilities. - Describe how the proposed stations or passenger facilities were analyzed and selected for improvement. For planning projects: - Describe how the project will advance accessibility for persons with disabilities, including wheelchair users, and lead to a capital project that will make a legacy station or facility fully accessible. - Describe the timeline and steps remaining between the proposed planning project and a subsequent construction project.
Planning and Local/Regional Prioritization	- Describe how the project is consistent with local and regional long-range planning documents and local government priorities. This can include the metropolitan long-range plan or the investment prioritization portion of the transit asset management plan. - Describe how the passenger stations or facilities proposed for improvement were selected from a stakeholder engagement process with local disability community members and organizations, including individuals with physical disabilities (including those who use wheelchairs), sensory disabilities, and intellectual or developmental disabilities. - Describe and provide supporting documentation showing outreach to, engagement with, and support for the project among the local disability community and explain how feedback received during the outreach was or was not meaningfully incorporated into project plans. - Provide letters of support that show that each station is supported by stakeholders in the surrounding disability community. Letters of support can also be from local and regional planning organizations, local government

Evaluation Criteria	To address each criterion, applicants should:
	officials, public agencies, non-profit or private sector organizations, and other relevant stakeholders.
Local Financial Commitment	• Identify the amount and source of the local cost share. Describe whether local funds are currently available for the project or will need to be secured after the project is selected for funding. • Submit evidence of local funds commitment and when the funds will be available. For example, include a board resolution, letter of financial support from the State, or a budget document highlighting the line item or section committing funds to the proposed project. • Identify other Federal funds you are applying for or have been awarded, if any, that you intend to use for the project. • If the project is scalable, include the minimum funding amount required for a viable project and explain how a reduced award would affect the project.
Project Implementation Strategy	• Include a detailed and reasonable implementation schedule that includes: ○ Grant obligation. FTA will rate projects higher if the grant can be obligated within 12 months of the project selection announcement. ○ Design. Note any already completed design work that will allow for quicker implementation. ○ Procurement and construction phases. ○ Metropolitan Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) amendments to include the proposed project. ○ Environmental review. Describe status and timeline for environmental and permitting work and whether the project qualifies for a Categorical Exclusion under the National Environmental Policy Act (NEPA). • If the project requires formal coordination, approvals, or permits, you must demonstrate coordination and support with other agencies and project partners, such as through letters of support.

Evaluation Criteria	To address each criterion, applicants should:
Technical, Legal, and Financial Capacity	• Describe your technical, legal, and financial capacity to undertake the project. • Explain your ability to carry out the proposed project successfully (for example, adequate staffing levels or similar projects that have been carried out successfully). • Explain if you have any outstanding legal, technical, or financial compliance issues from an FTA compliance review or FTA grant-related Single Audit finding. Explain how corrective actions will mitigate negative impacts on the proposed project.

Review and Selection Process

An evaluation committee will rate applications based on how well they respond to the evaluation criteria above. FTA may contact you for additional information or clarification about your application. Applications will be rated as Highly Recommended, Recommended, or Not Recommended. After considering the findings of the evaluation committee, the FTA Administrator will determine the final selection and amount of funding for each project.

As part of the selection process, the Administrator may also consider:

- Geographic diversity;
- Variety in the size of the transit systems receiving funding;
- Whether an applicant is from an urban, small urban, or rural area or is a tribal government; and
- If the applicant has received other Federal transit funds and the management of those funds.

The Department also intends to apply principles from [DOT Order 2100.7, Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities](#) when evaluating applications and making award selections. To the maximum extent permitted by law, FTA will prioritize projects that are in alignment with the principles outlined in DOT Order 2100.7.

Additional considerations include the following and should be addressed in the Supplemental Form:

Topic	Description
Opportunity Zones	To receive credit, you must: • Identify whether the project is located in or supports public transportation service in one or more qualified opportunity zones designated pursuant to 26 U.S.C. 1400Z-1; and

Topic	Description
	- Identify the Census Tract Numbers of the opportunity zones at the time of designation (Internal Revenue Service (IRS) Notice 2018-48). The 2020 Census did not impact the boundaries of opportunity zones. More information and a link to a map of Opportunity Zones can be found on the IRS Opportunity Zone website; and - Describe how the proposed project will impact the opportunity zones.
Benefits for Families and Communities	To receive credit, you must: Describe how the project will improve the accessibility of transportation for families with young children, to include improved access to jobs, healthcare facilities, recreational activities, and commercial activity. Describe how the project will improve the quality of life, raise the standard of living, or enable fuller participation in the economy by families.
Wayfinding Improvements	To receive credit, you must: - Describe how the project will include universal wayfinding tools and signage to support individuals with disabilities (including persons with intellectual and developmental disabilities, with sensory disabilities, and who use wheelchairs) such as: - Consistent, easy-to-understand icons and symbols - Color-coded route identification - Plain language instructions using large print and simplified language - Directional pathways and floor markings - Synchronized visual and audio announcements “You Are Here” maps at key decision points that are high-contrast and clearly labeled - Real-time information displays that are easy to interpret and are located throughout the passenger waiting areas - Sensory-safe waiting zones for passengers needing lower-stimulation environments

Topic	Description
Reduce Project Costs and Improve Project Delivery (capital projects only)	To receive credit, you must: - Identify that the NEPA process has already been completed; and - Describe work plans and techniques that prioritize efficiency and speed in project implementation, including strategies that provide longer work windows that allow time for concentrated and consistent work that shortens the project delivery timetable and reduces costs. Explain how the approach achieves an improvement in project delivery.

FTA intends to prioritize capital projects over planning projects. Applicants may receive less than the amount requested. In those cases, applicants must show that the proposed project or subset of proposed activities can still be completed with the amount awarded.

Risk Review

- FTA analyzes risk for all recipients through the Financial Commitment and Capacity Evaluation criterion described above.
- Before making a Federal award with a total amount of Federal share greater than the simplified acquisition threshold, FTA must review and consider any information about the applicant that is in the Responsibility/Qualification records available in [SAM.gov](#) (see 41 U.S.C. 2313).
- You can review and comment on any information in the Responsibility/Qualification records available in [SAM.gov](#).
- Before making decisions in the risk review required by 2 CFR 200.206, FTA will consider any comments by the applicant, along with information available in the Responsibility/Qualification records in [SAM.gov](#).

[Back to top](#)

7. Award Notices

How Project Selections Are Announced

FTA will publish a list of the selected projects, including Federal dollar amounts, recipients, and discretionary IDs associated with the projects on FTA's website on the [ASAP Program](#) webpage.

- Discretionary IDs are used to track competitive awards in FTA's grant management system.
- FTA does not notify unsuccessful applicants separately. If you are unsuccessful, you may request an application debrief within a certain timeframe after project selections are posted. See the Implementation Guidance document that will be published on the program webpage after selections are announced.

Pre-award Costs

Unless authorized by FTA in writing after announcement of FY 2026 ASAP awards, any costs incurred prior to FTA's obligation of funds for a project ("pre-award costs") are ineligible for reimbursement and cost share requirements. Pre-award costs are costs incurred after award announcement, but directly pursuant to the negotiation of a grant agreement where such costs are necessary for efficient and timely performance of the scope of work, as determined by FTA.

How Funds Are Obligated

If selected, you will apply for a grant through TrAMS. The appropriate FTA Regional Office will award the grant in TrAMS, obligating the funds.

Applicant Certification

Pursuant to Section 3(b)(iv)(A) of Executive Order 14173, Ending Illegal Discrimination And Restoring Merit-Based Opportunity, the applicant certifies that its compliance in all respects with all applicable Federal anti-discrimination laws is material to the government's payment decisions for purposes of section 3729(b)(4) of title 31, United States Code.

Pursuant to Section 3(b)(iv)(B) of Executive Order 14173, Ending Illegal Discrimination And Restoring Merit-Based Opportunity, the applicant certifies that it does not operate any programs promoting diversity, equity, and inclusion (DEI) initiatives that violate any applicable Federal anti-discrimination laws.

To the extent a court order bars the implementation or enforcement of one or more of these conditions with respect to a particular applicant or recipient, the Department will not implement or enforce the relevant condition(s) against that applicant or recipient for as long as the order remains in place.

[Back to top](#)

8. Post-Award Requirements and Administration

Administrative and National Policy Requirements

- Except as otherwise provided in this NOFO, ASAP grants are subject to the requirements of [Division J of the Infrastructure Investment and Jobs Act \(Pub. L. 117-58\)](#), and the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards at [2 CFR part 200](#).
- Recipients of funding in urban areas are subject to the grant requirements of the Urbanized Area Formula Grants program ([49 U.S.C. 5307](#)), including those of FTA Circular "Urbanized Areas Formula Grant Programs Guidance" ([FTA.C.9050.1A](#)).
- Recipients of funding in rural areas are subject to the grant requirements of the Formula Grants for Rural Areas Program ([49 U.S.C. 5311](#)), including those of FTA Circular "Formula Grants for Rural Areas: Program Guidance and Application Instructions" ([FTA.C.9040.1H](#)).
- All recipients must follow applicable award management requirements. For guidance on these requirements refer to FTA Circular, "[Award Management Requirements](#)" ([FTA Circular 5010.1F](#)).

- Awards will incorporate by reference the terms of [FTA's most recent Master Agreement](#).
- As a condition of award, a recipient must have completed FTA's most recent [Certifications and Assurances](#).
- In order to accelerate project delivery, funds must be obligated in a grant no later than September 30, 2028.

Reporting Requirements

Post-award reporting requirements include submitting Federal Financial Reports (FFR) and Milestone Progress Reports (MPR) in TrAMS, and FTA's National Transit Database (NTD) reporting (see [FTA Circular 9050.1A](#) and [FTA Circular 9040.1H](#)). Applicants should include any goals, targets, and indicators referenced in their application for the project in the Executive Summary of the TrAMS application.

As part of completing the annual Certifications and Assurances required of FTA grant recipients, a successful applicant must report on the suspension or debarment status of its organization and principals. If a recipient's active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceed \$10,000,000 for any period of time during the period of performance of an award made pursuant to this Notice, the recipient must ensure the information available in the responsibility/qualification records through the System for Award Management ([SAM.gov](#)), about civil, criminal, or administrative proceedings is current and complete. This requirement is in addition to the requirement that an applicant maintain an active SAM registration.

For more information on these reporting requirements, please see [2 CFR Part 200, Appendix XII](#).

[Back to top](#)