



U.S. Department of Transportation
Federal Transit Administration



FACT SHEET:

EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM FAST Act Subsection 3005(b)

PROGRAM PURPOSE:

The Expedited Project Delivery for Capital Investment Grants (CIG) Pilot Program allows up to eight projects to be selected for grant awards over the course of the authorization. The selected projects must at least in part be supported through a public-private partnership and operated and maintained by employees of an existing provider of public transportation. In order to receive a grant, the project must meet a number of requirements specified in law, including demonstration of project justification, local financial commitment, technical capacity, and a certification that the existing transit system is in a state of good repair. An exception is provided to the state of good repair requirement if the proposed project is a core capacity project that will allow the project sponsor to make substantial progress toward achieving a state of good repair. Upon receipt of a grant request, FTA must notify the project sponsor within 120 days if the grant request is approved or the request does not meet the requirements specified in law. Projects that have already received full funding grant agreements are not eligible to receive grants under this program.

Eligible Recipients:

State and local government agencies, including transit agencies.

Eligible Activities:

Design and construction of New Starts, Small Starts, or Core Capacity projects that are supported through public-private partnerships, and operated and maintained by employees of an existing provider of public transportation.

What's Changed?

FAST repealed the Pilot Program for Expedited Project Delivery in Section 20008(b) of MAP-21 and replaced it with this new pilot program. This new program differs from the MAP-21 program in that it:

- Allows FTA to select up to eight projects rather than the three specified in MAP-21
- Expands eligibility to include corridor-based bus rapid transit projects
- Establishes a maximum Federal share of 25 percent
- Requires that projects be supported through public-private partnerships and operated and maintained by employees of an existing provider of public transportation
- Requires project sponsors to have advisors that are independent from the investors in the project who provide guidance on the terms and structure of the project

- Includes project evaluation criteria that differ from those used for New Starts, Small Starts, and Core Capacity projects
- Allows Core Capacity projects to include state of good repair elements whereas before they could not
- Allows FTA to grant a waiver to the requirement that project sponsors certify that the existing transit system is in a state of good repair if the project is a core capacity project that will allow the project sponsor to make substantial progress in achieving a state of good repair
- Specifies that if a project sponsor does not carry out a project for reasons within the sponsor's control after receipt of a grant, all Federal funds must be repaid plus reasonable interest and penalty charges allowable by law
- Changes the timeframe for project sponsors to submit a Before and After Study report to FTA from nine months after the project begins operations to two years after the project begins operations.

Funding:

- Maximum Federal share of 25 percent.
- Funding for this Pilot Program will be provided by the annual appropriations process.

For Additional Information on FTA and the FAST Act, please visit: www.fta.dot.gov/fast.html