



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.