



U.S. Department of Transportation
Federal Transit Administration

**BIPARTISAN
INFRASTRUCTURE
LAW**

**BIPARTISAN INFRASTRUCTURE LAW FACT SHEET:
EXPEDITED PROJECT DELIVERY PILOT PROGRAM**

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
Fixed Guideway Capital Investment Grant Program (Authorized Subject to Appropriation)	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000
Fixed Guideway Capital Investment Grant Program (Advanced Appropriations)	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600

Note: The Bipartisan Infrastructure Law authorizes \$3 billion per year in annual appropriations for the CIG Program, including funding that may be awarded under the Expedited Project Delivery Pilot Program. In addition, the law directly provides \$1.6 billion per year in advance appropriations as a supplement to annual appropriations for this program.

PROGRAM PURPOSE:

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the Expedited Project Delivery (EPD) Pilot program which is intended to expedite the delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects that utilize public-private partnerships.

Statutory References: FAST Act § 3005(b)

Eligible Recipients:

Up to eight grants from state and local government agencies, including transit agencies.

Eligible Activities:

Design and construction of new fixed guideway capital projects, small starts projects, or core capacity improvement projects that are supported through public-private partnerships and operated and maintained by employees of an existing provider of public transportation.

What's Changed?

Revises the Small Starts eligibility thresholds. Small Starts are now projects with a total estimated project cost of less than \$400,000,000 and that are seeking EPD Pilot Program funding of less than \$150,000,000.

Before and After Study requirements placed on project sponsors (an analysis of predicted versus actual cost and ridership outcomes after a project opens for service) were revised. The requirement that FTA report on those studies to Congress annually was also eliminated. Instead, the GAO, as part of its biennial review of the CIG/EPD Pilot Program, will include information on the differences between the predicted and actual outcomes for projects.

Revises the congressional notification timeframe required before a EPD Pilot Program Letter of Intent or construction grant can be awarded from 30 days to 15 days.