

119TH CONGRESS
1ST SESSION

H. R. 5230

To amend chapter 53, United States Code, to increase local bus service to levels needed to combat the climate crisis, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 9, 2025

Mr. FROST introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend chapter 53, United States Code, to increase local bus service to levels needed to combat the climate crisis, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

4 (a) SHORT TITLE.—This Act may be cited as the
5 “Faster Buses Better Futures Act”.

6 (b) TABLE OF CONTENTS.—The table of contents for
7 this Act is as follows:

- Sec. 1. Short title; table of contents.
- Sec. 2. Bus network redesign grants.
- Sec. 3. Transit stop shelter and station accessibility.
- Sec. 4. Transit priority measures.

Sec. 5. State purchasing for bus stop equipment.

Sec. 6. Federal Transit Administration staffing and administrative funding.

1 SEC. 2. BUS NETWORK REDESIGN GRANTS.

2 Chapter 53 of title 49, United States Code, is amend-
3 ed—

4 (1) in section 5307(c)(1)—

5 (A) in subparagraph (K), by striking
6 “and” at the end; and

7 (B) by adding at the end the following:

8 “(M) plans to complete a bus network re-
9 design by fiscal year 2045 and, beginning in fis-
10 cal year 2045 and each fiscal year thereafter,
11 has completed a bus network redesign in the
12 preceding 20-year period; and”; and

13 (2) in section 5339—

14 (A) in subsection (b)—

15 (i) by amending paragraph (2) to read
16 as follows:

17 “(2) GRANT CONSIDERATIONS.—In making
18 grants under this subsection, the Secretary shall—

19 “(A) consider the age and condition of
20 buses, bus fleets, related equipment, and bus-re-
21 lated facilities; and

22 “(B) give priority to eligible recipients who
23 have received a grant under subsection (e) and
24 have successfully increased bus ridership as a

1 result of the bus network redesign carried out
2 with such grant.”; and

3 (ii) by adding at the end the fol-
4 lowing:

5 “(12) AUTHORIZATION OF APPROPRIATIONS.—

6 There is authorized to be appropriated to carry out
7 this subsection \$20,000,000,000 for the period of
8 fiscal years 2026 through 2030.”; and

9 (B) by adding at the end the following:

10 “(e) BUS NETWORK REDESIGN GRANTS.—

11 “(1) GRANTS AUTHORIZED.—Not later than
12 720 days after the date of enactment of the Faster
13 Buses Better Futures Act, the Secretary shall estab-
14 lish a program to award grants, on a competitive
15 basis, to eligible entities.

16 “(2) APPLICATION.—To receive a grant under
17 this subsection, an eligible entity shall complete an
18 eligible bus network redesign and submit to the Sec-
19 retary an application at such time, in such manner,
20 and containing such information as the Secretary
21 may require, including—

22 “(A) an overview of the existing bus net-
23 work;

24 “(B) an overview of the eligible bus net-
25 work redesign;

1 “(C) an analysis of the impact of the bus
2 network redesign on—

3 “(i) service hours; and

4 “(ii) route miles;

5 “(D) an analysis demonstrating that the
6 eligible bus network redesign can increase tran-
7 sit ridership by 100 percent not later than 6
8 years after such redesign is implemented;

9 “(E) an evaluation examining any equity
10 and mobility gaps in each transit system oper-
11 ated by the eligible entity or in the geographic
12 area under the jurisdiction of the eligible entity,
13 and how the eligible bus network redesign will
14 significantly close such gaps, including—

15 “(i) public transit ridership rates,
16 disaggregated by—

17 “(I) mode of transit; and

18 “(II) demographic group, includ-
19 ing youth (including foster care
20 youth), seniors, individuals with dis-
21 abilities, and low-income individuals;
22 and

23 “(ii) average length of bus routes, av-
24 erage speed of bus routes, and average
25 delay times of bus routes;

1 “(F) an estimation of additional costs that
2 the eligible entity will incur in order to imple-
3 ment the eligible bus network redesign, includ-
4 ing—

5 “(i) fuel costs;

6 “(ii) personnel costs;

7 “(iii) maintenance costs; and

8 “(iv) other operational costs; and

9 “(G) a description of eligible projects that
10 the eligible entity intends to carry out to imple-
11 ment the eligible bus network redesign, includ-
12 ing—

13 “(i) expanding bus fleets; and

14 “(ii) constructing additional bus ga-
15 rages.

16 “(3) GRANT USES.—A grant awarded under
17 this section may only be used to—

18 “(A) carry out eligible projects; and

19 “(B) pay for the difference in operating
20 costs between the existing level of fixed-route
21 bus service and the level outlined in the eligible
22 bus network redesign submitted pursuant to
23 paragraph (2).

24 “(4) FEDERAL SHARE.—

1 “(A) ELIGIBLE PROJECTS.—The Federal
2 share of the costs described in paragraph
3 (3)(A) shall be 80 percent.

4 “(B) FIRST 3-YEAR PERIOD.—In calcu-
5 lating the Federal share of the costs described
6 in paragraph (3)(B)—

7 “(i) for the 3-year period beginning
8 on the date on which an eligible entity re-
9 ceives a grant under this subsection, such
10 Federal share shall be 100 percent; and

11 “(ii) for any period of a grant award
12 that is during the 3-year period beginning
13 on the date on which the period described
14 in clause (i) ends, such Federal share shall
15 be 33 percent.

16 “(5) PRIORITY.—In awarding grants under this
17 subsection, the Secretary shall prioritize awarding
18 grants to eligible entities that propose an eligible bus
19 network redesign that is capable of increasing tran-
20 sit ridership by the largest percentage.

21 “(6) CONDITIONS OF GRANT ASSISTANCE.—As
22 a condition of receiving a grant under this sub-
23 section, an eligible entity shall—

24 “(A) in the case of an entity that is a re-
25 cipient of a grant under section 5307—

1 “(i) report to the Federal Transit Ad-
2 ministration, for inclusion in the National
3 Transit Database—

4 “(I) the service frequency, vehicle
5 revenue hours, and unlinked pas-
6 senger trips originating and termi-
7 nating in areas of persistent poverty
8 and underserved communities;

9 “(II) the number of jobs and es-
10 sential services accessible by transit,
11 and improvement in such access, in-
12 cluding specific reporting on access by
13 transit for areas of persistent poverty
14 and underserved communities; and

15 “(III) any other data the Sec-
16 retary determines necessary and ap-
17 propriate; and

18 “(ii) during the 1-year period pre-
19 ceding the date on which the entity re-
20 ceives such grant, and at least every 2
21 years thereafter, conduct a survey of tran-
22 sit riders and nonriding residents of areas
23 of persistent poverty and underserved com-
24 munities on transit service improvements,
25 using means designed to maximize partici-

1 pation from riders and nonriders, and pub-
2 lish the survey results in an online format;

3 “(B) in the case of an entity that is Indian
4 Tribe—

5 “(i) report to the Federal Transit Ad-
6 ministration, for inclusion in the National
7 Transit Database—

8 “(I) revenue vehicle hours and
9 unlinked passenger trips; and

10 “(II) any other data the Sec-
11 retary determines necessary and ap-
12 propriate; and

13 “(ii) during the 1-year period pre-
14 ceding the date on which the entity re-
15 ceives such grant, and at least every 2
16 years thereafter, conduct a survey of tran-
17 sit riders and nonriding residents of the
18 service area on transit service improve-
19 ments, using means designed to maximize
20 participation from riders and nonriders,
21 and publish the survey results in an online
22 format; and

23 “(C) in the case of an entity that is a
24 State receiving a grant under section 5311—

1 “(i) report to the Federal Transit Ad-
2 ministration, for inclusion in the National
3 Transit Database—

4 “(I) revenue vehicle hours for
5 each State, including revenue vehicle
6 hours and unlinked passenger trips
7 originating and terminating in areas
8 of persistent poverty and underserved
9 communities; and

10 “(II) any other data the Sec-
11 retary determines necessary and ap-
12 propriate;

13 “(ii) provide an annually updated re-
14 port to the Secretary—

15 “(I) that identifies underserved
16 communities and areas of persistent
17 poverty in the nonurbanized areas of
18 the State that do not have any re-
19 ported public transit services, or in
20 which either the availability or utiliza-
21 tion of rural public transit is in the
22 bottom quintile of all rural public
23 transit services in the United States,
24 using measurements identified by the
25 Secretary; and

1 “(II) that describes progress to-
2 ward achieving a strategy for estab-
3 lishing high-quality transit service in
4 such communities and areas; and

5 “(iii) during the 1-year period pre-
6 ceding the date on which the State receives
7 such grant, and at least every 2 years
8 thereafter, conduct a survey of transit rid-
9 ers and nonriding residents of areas of per-
10 sistent poverty and underserved commu-
11 nities within the State regarding transit
12 service improvements, using means de-
13 signed to maximize participation from rid-
14 ers and nonriders, and publishes the sur-
15 vey results in an online format.

16 “(7) RULE OF CONSTRUCTION.—Nothing in
17 this subsection may be construed to prevent an eligi-
18 ble entity from implementing a redesigned bus net-
19 work through the use of any other Federal or non-
20 Federal funds.

21 “(8) AUTHORIZATION OF APPROPRIATIONS.—
22 To carry out this subsection, there is authorized to
23 be appropriated \$250,000,000,000 for the period of
24 fiscal years 2026 through 2030.

25 “(9) DEFINITIONS.—In this subsection:

1 “(A) ADDITIONAL FORMS OF COLLECTIVE
2 TRANSPORTATION.—The term ‘additional forms
3 of collective transportation’ means forms of col-
4 lective transportation that are not considered
5 public transportation, including intercity pas-
6 senger rail transportation, intercity bus service,
7 and school bus service.

8 “(B) AREA OF PERSISTENT POVERTY.—
9 The term ‘area of persistent poverty’ means—

10 “(i) a county that has consistently
11 had greater than or equal to 20 percent of
12 the population of such county living in pov-
13 erty during the most recent 30-year period
14 for which data is available, as measured by
15 the 1990 and 2000 decennial censuses; or

16 “(ii) a census tract with a poverty
17 rate of at least 20 percent as measured by
18 the 2014 through 2018 5-year data series
19 available from the American Community
20 Survey of the Bureau of the Census.

21 “(iii) ELIGIBLE BUS NETWORK REDE-
22 SIGN.—The term ‘eligible bus network re-
23 design’ means a fixed route bus network
24 redesign that—

1 “(I) through eligible projects, is
2 expected to increase total transit net-
3 work ridership levels by 100 percent
4 more than such ridership levels as of
5 April 1, 2025, by the end of the 6-
6 year period beginning on the date of
7 implementation of such redesign;

8 “(II) is informed by extensive,
9 equitable outreach to affected commu-
10 nities, underserved communities, and
11 areas of persistent poverty commu-
12 nities; and

13 “(III) does not rely on ridership
14 increases from—

15 “(aa) microtransit;

16 “(bb) automated buses; and

17 “(cc) fare elimination.

18 “(iv) ELIGIBLE ENTITY.—The term
19 ‘eligible entity’ means a recipient of funds
20 under section 5307 or 5311.

21 “(v) ELIGIBLE PROJECT.—The term
22 ‘eligible project’ means any project, or pro-
23 gram of projects, that is implemented as
24 part of an eligible bus network redesign,
25 including—

1 “(I) a project that reconfigures
2 routes to better serve trips individuals
3 are seeking to take;

4 “(II) a project that improves in-
5 tegration of fixed route bus service
6 and—

7 “(aa) higher order forms of
8 public transportation; and

9 “(bb) additional forms of
10 collective transportation;

11 “(III) a project that consolidates
12 stops on fixed route bus service;

13 “(IV) a project that rationalizes
14 fare policies through means such as
15 fare integration, fare capping, and
16 fare subsidization;

17 “(V) a project that decreases
18 headways;

19 “(VI) a project that expands
20 service area, hours, or days;

21 “(VII) a project for new or in-
22 creased frequent nonfixed guideway
23 service or frequent fixed guideway
24 service; and

1 “(VIII) associated capital im-
2 provements related to projects de-
3 scribed in clauses (i) through (vii).

4 “(vi) HIGHER-ORDER FORMS OF PUB-
5 LIC TRANSPORTATION.—The term ‘higher-
6 order forms of public transportation’
7 means bus rapid transit, light rail transit,
8 heavy rail transit, and commuter rail.

9 “(vii) OVERVIEW.—The term ‘over-
10 view’ means a list of routes on a bus net-
11 work, a timetable for each route, and a
12 map showing each route, with connections
13 to higher-order forms of public transpor-
14 tation and additional collective transpor-
15 tation noted on the timetable and map.

16 “(viii) UNDERSERVED COMMUNITY.—
17 The term ‘underserved community’
18 means—

19 “(I) a census tract or block num-
20 bering area in which the median in-
21 come does not exceed 80 percent of
22 the area median income;

23 “(II) families with income not
24 greater than 100 percent of the area

1 median income that reside in minority
2 census tracts;

3 “(III) families with income not
4 greater than 100 percent of the area
5 median income that reside in areas af-
6 fected by disasters, as determined by
7 the Administrator of the Federal
8 Transit Administration;

9 “(IV) a census tract that has a
10 minority population of at least 30 per-
11 cent or a median income of less than
12 100 percent of the area median in-
13 come;

14 “(V) a community that has low
15 access to jobs and essential services,
16 as determined by the Secretary; or

17 “(VI) a census block or group of
18 geographically contiguous census
19 blocks in which the population of any
20 racial or ethnic minority individuals,
21 individually or in combination, com-
22 prises 30 percent or more of the popu-
23 lation of persons in the census block
24 or group of geographically contiguous
25 census blocks.”.

1 **SEC. 3. TRANSIT STOP SHELTER AND STATION ACCESSI-**
2 **BILITY.**

3 Section 5337 of title 49, United States Code, is
4 amended by adding at the end the following:

5 “(g) BUS STOP SHELTER REIMBURSEMENT PRO-
6 GRAM.—

7 “(1) IN GENERAL.—The Secretary shall reim-
8 burse an eligible entity for installing bus stop shel-
9 ters if such entity followed the formal process estab-
10 lished under paragraph (3) for the installation of
11 each such shelter.

12 “(2) REIMBURSEMENT AMOUNT.—The Sec-
13 retary shall annually determine the amount for
14 which an eligible entity shall be reimbursed for each
15 bus stop shelter that such entity verifies has been
16 successfully installed, including any additional
17 amounts necessary for bus stop shelters to meet dif-
18 ferent weather standards. The Secretary shall set
19 such amount at a level that—

20 “(A) maintains purchasing power for the
21 eligible entity relying on such amount;

22 “(B) ensures that such amount is suffi-
23 cient to discourage inflation; and

24 “(C) incentivizes eligible entities to use
25 products covered by a Federal purchasing

1 schedule authorized under section 5 of the
2 Faster Buses Better Futures Act.

3 “(3) ESTABLISHMENT OF FORMAL PROCESS.—

4 The Secretary shall establish a formal process for
5 the instillation of bus stop shelters to be reimburs-
6 able under this subsection that includes—

7 “(A) an annual notice of funding oppor-
8 tunity that requires an eligible entity seeking
9 reimbursement to—

10 “(i) submit to the Secretary a bus
11 shelter plan;

12 “(ii) each year after the submission of
13 a plan under clause (i), submit to the Sec-
14 retary a report containing—

15 “(I) the progress the eligible enti-
16 ty has made in implementing the bus
17 shelter plan with both Federal and
18 non-Federal funds; and

19 “(II) the total cost of the bus
20 stop shelters installed by such entity;

21 “(iii) indicate the quantity and loca-
22 tion of proposed bus stop shelters;

23 “(iv) ensure that each proposed bus
24 stop shelter meets weather standards; and

1 “(v) indicate how the proposed bus
2 stop shelter installations will be coordi-
3 nated with any other capital projects tak-
4 ing place at bus stops with such proposed
5 installations, including—

6 “(I) projects funded under sec-
7 tion 5309;

8 “(II) transit priority measures
9 authorized under section 5323(w);
10 and

11 “(III) projects funded under sub-
12 section (h); and

13 “(B) a period between 270 and 365 days
14 after the Notice of Funding Opportunity opens
15 in which the eligible entity provides to the Sec-
16 retary—

17 “(i) the number and location of the
18 bus stop shelters proposed in the bus shel-
19 ter plan that have been installed; and

20 “(ii) verification, in a form deter-
21 mined by the Secretary, that the bus stop
22 shelters identified in clause (i)—

23 “(I) were constructed; and

24 “(II) meet weather standards.

1 “(4) GRANT REQUIREMENTS.—Except as other-
2 wise provided in this subsection, amounts provided
3 under this subsection shall be subject to the require-
4 ments of section 5307 of title 49, United States
5 Code.

6 “(5) DEFINITIONS.—In this subsection:

7 “(B) BUS SHELTER PLAN.—The term ‘bus
8 shelter plan’ means a plan prepared by an eligi-
9 ble entity that—

10 “(i) identifies which bus stops under
11 the jurisdiction of the entity that do not ei-
12 ther shelter, seating, or both;

13 “(ii) the order of priority for installing
14 bus stop shelters at stops identified in
15 clause (i); and

16 “(iii) how the order of priority listed
17 in clause (ii) addresses equity of service to
18 all riders regardless of whether the riders
19 are low-income, seniors, or members of a
20 community of color.

21 “(C) BUS STOP SHELTER.—The term ‘bus
22 stop shelter’ means a structure installed at a
23 stop on a fixed-route bus service that—

24 “(i) meets weather standards;

25 “(ii) provides seating; and

1 “(iii) has signage that tracks arrival
2 time of transit vehicles.

3 “(D) ELIGIBLE ENTITY.—The term ‘eligi-
4 ble entity’ means a recipient or subrecipient of
5 assistance under section 5307 or 5311.

6 “(E) WEATHER STANDARDS.—The term
7 ‘weather standards’ means guidelines, as deter-
8 mined by the Secretary, outlining what protec-
9 tion a bus stop shelter provides individuals
10 based on weather conditions, including—

11 “(i) levels of rain, snow, and other
12 types of precipitation;

13 “(ii) heat and sunshine; and

14 “(iii) extreme cold.

15 “(6) AUTHORIZATION OF APPROPRIATIONS.—
16 There is authorized to be appropriated
17 \$1,000,000,000 for each of fiscal years 2026
18 through 2030 to provide grants under this sub-
19 section.

20 “(h) ALL STATIONS ACCESSIBILITY PROGRAM.—

21 “(1) IN GENERAL.—The Secretary may make
22 grants under this subsection to assist eligible entities
23 in financing capital projects to upgrade accessibility
24 for individuals with disabilities by increasing the
25 number of covered stations that meet the construc-

1 tion standards of title II of the Americans with Dis-
2 abilities Act of 1990 (42 U.S.C. 12131 et seq.).

3 “(2) ELIGIBLE COSTS.—A grant awarded under
4 this section shall be used by an eligible entity for the
5 purpose described in paragraph (1) only—

6 “(A) for a project to repair, improve, or re-
7 locate station infrastructure at a covered sta-
8 tion;

9 “(B) to develop or modify a plan for pur-
10 suing public transportation accessibility
11 projects; or

12 “(C) to carry out other projects at covered
13 stations that meet the construction standards of
14 title II of the Americans with Disabilities Act of
15 1990 (42 U.S.C. 12131 et seq.).

16 “(3) ELIGIBLE FACILITIES.—The Secretary—

17 “(A) may not provide a grant under this
18 subsection to upgrade a station that is acces-
19 sible to, and usable by, individuals with disabil-
20 ities consistent with construction standards
21 under title II the Americans with Disabilities
22 Act of 1990 (42 U.S.C. 1231 et seq.); and

23 “(B) may provide a grant to upgrade a
24 station that is not accessible and usable as de-
25 scribed in paragraph (1), even if related serv-

1 ices, programs, or activities, if viewed in en-
2 tirety, are readily accessible and usable as so
3 described.

4 “(4) APPLICATION.—To apply for a grant
5 under this subsection, an applicant shall provide to
6 the Secretary such information as the Secretary may
7 require, including information on—

8 “(A) the extent to which the proposed
9 project will increase the accessibility of a cov-
10 ered system;

11 “(B) projected improvements in access to
12 jobs, community activities, and essential des-
13 tinations provided by such project;

14 “(C) the applicant’s plans to—

15 “(i) enhance the customer experience
16 and maximize accessibility of stations, and
17 the transit options such stations serve, for
18 individuals with disabilities;

19 “(ii) improve the operations of, pro-
20 vide efficiencies of service to, and enhance
21 the public transportation system for indi-
22 viduals with disabilities; and

23 “(iii) address equity of service to all
24 riders regardless of whether the riders are

1 low-income, seniors, or members of a com-
2 munity of color; and

3 “(D) coordination between the applicant
4 and disability advocacy entities.

5 “(5) FEDERAL SHARE.—The Federal share of
6 the total project cost of a grant provided under this
7 subsection shall be 90 percent. The recipient may
8 provide additional local matching amounts.

9 “(6) GRANT REQUIREMENTS.—Except as other-
10 wise provided under this subsection, a grant pro-
11 vided under this subsection shall be subject to the
12 requirements of section 5307.

13 “(7) GRANT SOLICITATION.—The Secretary
14 may provide funds authorized under this subsection
15 through 1 or more notices of funding opportunity.

16 “(8) FUNDING .—

17 “(A) AUTHORIZATION OF APPROPRIA-
18 TIONS.—There is authorized to be appropriated
19 \$1,000,000,000 for each of fiscal years 2026
20 through 2030 to provide grants under this sub-
21 section.

22 “(B) AVAILABILITY OF AMOUNTS.—
23 Amounts made available under this subsection
24 shall be available for a period of 4 fiscal years

1 after the fiscal year in which the amount is
2 made available.

3 “(9) DEFINITIONS.—In this section:

4 “(A) COVERED STATION.—The term ‘cov-
5 ered station’ means a bus station, a multimodal
6 transfer station, or a rail fixed guideway public
7 transportation station for passenger use con-
8 structed prior to the date of enactment of the
9 Faster Buses Better Futures Act.

10 “(B) DISABILITY.—The term ‘disability’
11 has the meaning given such term in section 3
12 of the Americans with Disabilities Act of 1990
13 (42 U.S.C. 12102).

14 “(C) ELIGIBLE ENTITY.—The term ‘eligi-
15 ble entity’ means—

16 “(i) a recipient or subrecipient of as-
17 sistance under section 5307 or 5311; or

18 “(ii) a State or local government that
19 operates a rail fixed guideway public trans-
20 portation system that was in operation be-
21 fore July 26, 1990.”.

22 **SEC. 4. TRANSIT PRIORITY MEASURES.**

23 (a) IN GENERAL.—Section 5323 of title 49, United
24 States Code, is amended by adding at the end the fol-
25 lowing:

1 “(w) PRIORITIZING TRANSIT VEHICLES.—

2 “(1) IN GENERAL.—The owners of public
3 rights-of-way shall cooperate to the maximum extent
4 feasible with transit providers to ensure that transit
5 vehicles that run at grade are able to complete
6 routes in as reliable and frequent a manner as pos-
7 sible.

8 “(2) BY-RIGHT TRANSIT PRIORITY MEAS-
9 URES.—A transit provider may request that the
10 owner of a public right-of-way implement transit pri-
11 ority measures on suitable corridors and the owner
12 of said public right-of-way shall carry out specified
13 collaboration with the transit provider to complete
14 such request to the satisfaction of the transit pro-
15 vider.

16 “(3) CONSULTATION OF FEDERAL TRANSIT AD-
17 MINISTRATION.—If a transit provider determines
18 that a request for transit priority measures has not
19 been adequately incorporated into a project on a
20 suitable corridor or the owner of a public right-of-
21 way believes that a transit provider is making unrea-
22 sonable requests, the transit provider or the public
23 right-of-way owner may request that the regional of-
24 fice of the Federal Transit Administration make a
25 determination on the matter. Such regional office

1 shall defer to the transit provider unless the owner
2 of the public right-of-way can provide evidence—

3 “(A) that allocating funding to implement
4 requested transit priority measures would
5 threaten the state of good repair of the overall
6 public transportation system, even if funds from
7 all projects to construct new capacity, or main-
8 tain existing capacity through reconstruction,
9 for single-occupancy passenger vehicles were re-
10 allocated to either—

11 “(i) implementing requested transit
12 priority measures; or

13 “(ii) maintaining the state of good re-
14 pair of the overall transportation system;
15 or

16 “(B) that—

17 “(i) the benefits a transit provider ex-
18 pects to see from the implementation of re-
19 quested transit priority measures are fac-
20 tually incorrect as based on—

21 “(I) transportation demand mod-
22 eling; and

23 “(II) real-world examples of simi-
24 lar projects in the United States and
25 other countries; and

1 “(ii) the corridor where transit pri-
2 ority measures have been requested is not
3 actually a suitable corridor.

4 “(4) PREVENTION OF COMPLIANCE-AVOIDING
5 SERVICE ALTERATIONS.—A transit provider may not
6 alter the frequency of service on fixed-route transit
7 service with the purpose of ensuring a public right-
8 of-way does not meet the requirements of a suitable
9 corridor.

10 “(5) PENALTIES FOR NON-COMPLIANCE.—If a
11 regional office of the Federal Transit Administration
12 finds by a preponderance of the evidence that a pub-
13 lic right-of-way owner is not complying with para-
14 graph (2) or a transit provider is in violation of
15 paragraph (4), the Secretary shall not award any
16 discretionary grants to that public right-of-way
17 owner for the following year.

18 “(6) IN-KIND MATCH.—Of the non-Federal
19 share required for any projects that complete transit
20 priority measures requested through this subsection,
21 25 percent may be derived from amounts expended
22 for associated capital improvements related to a
23 project or program that implements transit priority
24 measures.

25 “(7) DEFINITIONS.—In this subsection:

1 “(A) SPECIFIED COLLABORATION.—The
2 term ‘specified collaboration’ means—

3 “(i) the owner of a public right-of-way
4 about which a transit provider has made a
5 formal request shall—

6 “(I) respond not later than 180
7 days after the date on which such
8 owner submits such request with—

9 “(aa) the expected cost of
10 implementing the requested tran-
11 sit priority measures;

12 “(bb) an identification of
13 any funding sources such owner
14 expects to use to construct the
15 requested transit priority meas-
16 ures; and

17 “(cc) any timelines for com-
18 pletion of the construction of
19 such measure, depending on any
20 variations in circumstances, tak-
21 ing into consideration—

22 “(AA) how existing
23 funds from chapter 53 of
24 title 49 and chapter 1 of
25 title 23 are spent; and

1 “(BB) how long it may
2 take to access additional
3 needed funding; and

4 “(II) work with transit providers
5 to create the maximum feasible im-
6 pact of implementing transit priority
7 measures in the most expeditious
8 manner possible by—

9 “(aa) adding transit priority
10 measures to all projects sched-
11 uled to begin construction not
12 later than 365 days of the date
13 of enactment of this subsection,
14 including—

15 “(AA) all new construc-
16 tion and reconstruction or
17 retrofit projects; and

18 “(BB) all maintenance
19 projects and ongoing oper-
20 ations, such as resurfacing,
21 repaving, restriping, or reha-
22 bilitation; and

23 “(bb) proposing amend-
24 ments to the applicable transpor-
25 tation improvement program and

1 statewide transportation improve-
2 ment program to—

3 “(AA) ensure projects
4 on rights-of-way identified
5 as suitable corridors in for-
6 mal requests include transit
7 priority measures requested
8 by transit providers; and

9 “(BB) prioritize imple-
10 menting projects identified
11 in formal requests by transit
12 providers; and

13 “(ii) not later than 120 days before
14 carrying out a project on a suitable cor-
15 ridor for which the owner of a public right-
16 of-way is required to produce a plan under
17 section 5303 or 5304, such owner shall
18 alert any transit provider operating on that
19 corridor or operating in the same jurisdic-
20 tion as that corridor and work coopera-
21 tively with the transit provider to incor-
22 porate any transit priority measures re-
23 quested by the transit provider into the
24 project.

1 “(B) FORMAL REQUEST.—The term ‘for-
2 mal request’ means a request submitted to the
3 owner of the public right-of-way that a suitable
4 corridor is on, with copies sent to the applicable
5 regional offices of the Federal Transit Adminis-
6 tration and Federal Highway Administration,
7 indicating—

8 “(i) the location at which the transit
9 provider would like the right-of-way owner
10 to implement transit priority measures;

11 “(ii) which transit priority measures
12 such provider would like the right-of-way
13 owner to implement;

14 “(iii) whether or not the requested
15 transit priority measures—

16 “(I) would be immediately
17 implementable through projects that
18 would qualify for funding under sec-
19 tion 5309; or

20 “(II) would set up the suitable
21 corridor for the implementation of ad-
22 ditional transit priority measures that
23 would qualify for funding under sec-
24 tion 5309;

1 “(iv) the order of priority for the im-
2 plementation of requested transit priority
3 measures;

4 “(v) an explanation of how the transit
5 priority measures align with the program
6 of projects required by sections—

7 “(I) 5307(b);

8 “(II) 5310(b)(6); and

9 “(III) 5311(2);

10 “(vi) the benefits for transit riders
11 that they expect to see from the implemen-
12 tation of the transit priority measures; and

13 “(vii) the conditions that make the
14 identified right-of-way a suitable corridor
15 for transit priority measures.

16 “(C) SUITABLE CORRIDORS.—The term
17 ‘suitable corridors’ means—

18 “(i) the right-of-way and quarter-mile
19 on either end of a right-of-way where—

20 “(I) at least six buses are sched-
21 uled to run each hour; or

22 “(II) there are at least 2 lanes in
23 each direction for all-purpose vehicle
24 travel; or

1 “(ii) any right-of-way where light rail
2 vehicles are scheduled to run at a fre-
3 quency of at least 6 vehicles per hour.

4 “(D) TRANSIT-FRIENDLY INTERSECTIONS
5 PROJECTS.—The term ‘transit-friendly intersec-
6 tions projects’ means projects that include—

7 “(i) converting a stop-sign to a traffic
8 signal;

9 “(ii) adding a turn arrow signal,
10 which may or may not be bus-activated;
11 and

12 “(iii) traffic signal priority.

13 “(E) TRANSIT-FRIENDLY STREETS
14 PROJECTS.—The term ‘transit-friendly streets
15 projects’ means projects that include—

16 “(i) the addition, improvement, or
17 widening of sidewalks;

18 “(ii) the conversion of on-street park-
19 ing spaces to designated loading zones;

20 “(iii) the consolidation or removal of
21 underutilized or duplicative driveways;

22 “(iv) the installation of transit-only
23 lanes that have restricted access for non-
24 emergency vehicles, including—

25 “(I) curbside transit-only lanes;

1 “(II) median transit-only lanes
2 with either left- or right-side door
3 boarding;

4 “(III) offset transit-only lanes
5 that are paired with either transit
6 stop bump outs or boarding islands to
7 ensure that parked vehicles do not
8 prevent transit riders from onboarding
9 or offboarding a transit vehicle; and

10 “(IV) dedicated transit-only lanes
11 on limited-access highways;

12 “(v) the introduction of turn restric-
13 tions to prevent through-traffic by non-
14 transit vehicles; and

15 “(vi) the conversion of a right-of-way
16 to a transit mall, wherein transit vehicles
17 are the only vehicles allowed, with limited
18 exceptions for timed deliveries.

19 “(F) TRANSIT-FRIENDLY TRANSIT STOP
20 PROJECTS.—The term ‘transit-friendly transit
21 stop projects’ means projects that include—

22 “(i) the installation of lighting, seat-
23 ing, shelter, signage that tracks arrival
24 time of buses, and additional wayfinding;

1 “(ii) raising the height of the sidewalk
2 and curb at a bus stop to make boarding
3 easier;

4 “(iii) the construction of transit stop
5 bump-outs or boarding islands; and

6 “(iv) the installation of bicycling park-
7 ing, either protected or unprotected,
8 around bus stops that are served by routes
9 with at least four buses per hour.

10 “(G) TRANSIT PRIORITY MEASURES.—The
11 term ‘transit priority measures’ means changes
12 to the design of a public right-of-way that re-
13 allocate space away from all-purpose vehicle
14 traffic and towards transit vehicles through
15 transit-friendly transit stop projects, transit-
16 friendly streets projects, and transit-friendly
17 intersections projects in order to improve the
18 efficiency and reliability of transit service.

19 “(H) TRANSIT VEHICLES.—The term
20 ‘transit vehicles’ means transit buses, light rail
21 trains, and, when operated on limited access
22 highways, intercity buses.”.

23 (b) METROPOLITAN TRANSPORTATION PLANNING.—

1 (1) MORE OPTIONS BEFORE MORE LANES.—
2 Section 134(h) of title 23, United States Code, is
3 amended by adding at the end the following:

4 “(4) MORE OPTIONS BEFORE MORE LANES.—
5 Before carrying out a project to construct new ca-
6 pacity, or maintain existing capacity through recon-
7 struction, for single-occupancy passenger vehicles, a
8 metropolitan planning organization shall submit to
9 the Secretary, and make publicly available, docu-
10 ments that demonstrate that the metropolitan plan-
11 ning organization has completed all projects to im-
12 plement transit priority measures requested by tran-
13 sit providers under section 5323(w). Not later than
14 15 days after the submission of such documents, the
15 Secretary shall provide for a 180-day of public com-
16 ment period on the veracity of the information pro-
17 vided in such submission. The Secretary shall ap-
18 prove or reject the submission not later than 365
19 days after such submission.”.

20 (2) TRANSIT PRIORITY MEASURES.—Section
21 5303 of title 49, United States Code is amended—

22 (A) in subsection (i)(2), by adding at the
23 end the following:

24 “(I) TRANSIT PRIORITY MEASURES.—An
25 identification of the locations in which a transit

1 provider may request the implementation of
2 transit priority measures under section
3 5323(w).”; and

4 (B) in subsection (j)—

5 (i) in paragraph (1)(A)—

6 (I) in clause (ii), by striking
7 “and” at the end;

8 (II) in clause (iii), by striking the
9 period at the end and inserting “;
10 and”; and

11 (III) by adding at the end the
12 following:

13 “(iv) includes any projects for transit
14 priority measures, as defined in section
15 5323(w), on public rights-of-way within the
16 jurisdiction of the metropolitan planning
17 area that are requested by transit pro-
18 viders;”; and

19 (ii) in paragraph (3), by adding at the
20 end the following:

21 “(E) TRANSIT PRIORITY MEASURES.—The
22 program shall include any projects requested by
23 transit providers for transit priority measures,
24 as defined in section 5323(w), on public rights-
25 of-way within the jurisdiction of the metropoli-

1 tan planning area that are requested by transit
2 providers.”.

3 (c) STATEWIDE AND NONMETROPOLITAN TRANSPOR-
4 TATION PLANNING.—

5 (1) MORE OPTIONS BEFORE MORE LANES.—

6 Section 135(d) of title 23, United States Code, is
7 amended by adding at the end the following:

8 “(4) MORE OPTIONS BEFORE MORE LANES.—

9 Before carrying out a project to construct new ca-
10 pacity, or maintain existing capacity through recon-
11 struction, for single-occupancy passenger vehicles, a
12 State shall submit to the Secretary, and make pub-
13 licly available, documents that demonstrate that the
14 State has completed all projects to implement transit
15 priority measures requested by transit providers
16 under section 5323(w). Not later than 15 days after
17 the submission of such documents, the Secretary
18 shall provide for a 180-day of public comment period
19 on the veracity of the information provided in such
20 submission. The Secretary shall approve or reject
21 the submission not later than 365 days after such
22 submission.”.

23 (2) TRANSIT PRIORITY MEASURES.—Section
24 5304 of title 49, United States Code is amended—

1 (A) in subsection (f), by adding at the end
2 the following:

3 “(10) TRANSIT PRIORITY MEASURES.—The
4 statewide transportation plan shall identify all areas
5 on public right-of-way in which a transit provider
6 may request the implementation of transit priority
7 measures under section 5323(w).”; and

8 (B) in subsection (g)(5), by adding at the
9 end the following:

10 “(I) TRANSIT PRIORITY MEASURES.—A
11 statewide transportation improvement program
12 shall include any projects requested by transit
13 providers for transit priority measures, as de-
14 fined in section 5323(w), on public rights-of-
15 way.”.

16 (d) URBANIZED AREA FORMULA GRANTS.—Section
17 5307(b) of title 49, United States Code, is amended—

18 (1) by redesignating paragraphs (6) and (7) as
19 paragraphs (7) and (8), respectively; and

20 (2) by inserting after paragraph (5) the fol-
21 lowing:

22 “(6) ensure that the final program of projects
23 uses the authority granted to transit agencies under
24 section 5323(w) to improve the ridership experience
25 for the maximum feasible number of transit riders;”.

1 **SEC. 5. STATE PURCHASING FOR BUS STOP EQUIPMENT.**

2 (a) STATE COOPERATIVE PROCUREMENT.—A State
3 may enter into a cooperative procurement contract with
4 1 or more vendors for transit equipment including bus
5 stop shelters, signage that tracks arrival times of transit
6 vehicles, and protected modular bicycle parking and charg-
7 ing infrastructure if—

8 (1) each vendor agrees to provide to the State
9 and any other grantee an option to purchase transit
10 equipment to the State; and

11 (2) the State acts throughout the term of the
12 contract as the lead procurement agency.

13 (b) BUY AMERICA.—The requirements of section
14 5323(j) of title 49, United States Code, shall apply to all
15 procurements carried out under a cooperative procurement
16 contract described in subsection (a).

17 (c) DEFINITION OF GRANTEE.—In this section, the
18 term “grantee” means a recipient or subrecipient of as-
19 sistance under chapters 53 or 229 of title 49, United
20 States Code.

21 **SEC. 6. FEDERAL TRANSIT ADMINISTRATION STAFFING**
22 **AND ADMINISTRATIVE FUNDING.**

23 There is authorized to be appropriated \$200,000,000
24 for each of fiscal years 2026 through 2030 for salaries
25 and other administrative expenses related to the imple-

1 mentation of this Act and the amendments made by this
2 Act, including—

3 (1) providing assistance to entities eligible for
4 assistance under this Act and the amendments made
5 by this Act pursuing bus network redesigns;

6 (2) providing assistance to such entities pur-
7 suing projects eligible for such assistance on envi-
8 ronmental review, planning, engineering, and design
9 from the inception of a project through the start of
10 construction of such project;

11 (3) adjudicating disputes between transit pro-
12 viders and right-of-way holders over the implementa-
13 tion of transit priority measures; and

14 (4) producing research independently and in
15 collaboration with University Transportation Centers
16 on international best standards for transit planning,
17 design, engineering, construction, operation, and
18 maintenance, and disseminate such research to such
19 entities and private sector industry.

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