

# Bipartisan Infrastructure Law

## Significant Funding Increases



- Up to \$108 billion for public transit over five years
- New and increased funding for State of Good Repair, Low or No Emission, and CIG Grants
- Continues existing structure for FTA programs focused on urban, rural, and targeted populations

## New Grant Programs



- Rail Vehicle Replacement Program
- All Station Accessibility Program
- Electric or Low-Emitting Ferry Pilot Program
- Ferry Service for Rural Communities



# Competitive Program Overview

## Low-No Program

The **Low-No Program (5339(c))** provides funding for the purchase or lease of zero-emission and low-emission transit buses as well as for the acquisition, construction or leasing of supporting facilities and equipment.

- At least 5% of funding must be used for workforce development activities related to operating and maintaining zero emission technology

## Buses and Bus Facilities Program

The **Grants for Buses and Bus Facilities Program (5339(b))** provides funding to assist in the financing of buses and bus facilities capital projects including:

- Replacing, rehabilitating, purchasing, or leasing buses or related equipment
- Rehabilitating, purchasing, constructing or leasing bus-related facilities



# FY22 Funding & Application Summary

Eligible Applications Received from 46 States, Puerto Rico, & Washington, D.C.

Program	Total FY22 Funding Available	Statutory Set Aside/Limits	Eligible Applications	Funding Requested	Request vs. Amount Available
Bus Competitive	\$0.546B^	• 10% maximum (\$54.6M) to single applicant	282	\$3.68B	7x
		• 15% minimum (\$81.9M) for rural projects			
Low-No	\$1.175B	• 25% minimum (\$294M) for non-zero emission \$294M	248	\$4.03B	3x*
		• Leaves \$881M available for all types			
TOTAL	\$1.721B		530	\$7.72B	

^An additional \$5M in prior year carryover funds is also available.

\*Non-zero emission was undersubscribed at 0.75x of the amount available. Zero-emission was 4x oversubscribed.



# Application Review

## Evaluation Criteria

1. Demonstration of Need (for example are their current vehicles past their useful life)
2. Demonstration of Benefits – only criteria that differed between programs
  - Bus – FTA evaluated how the proposed project will improve the condition of, or otherwise modernize, the transit system; improve the reliability of transit service for its riders; or enhance access and mobility within the service area
  - Low-No – FTA evaluated whether the project was a zero or low-emission project
3. Planning and Local/Regional Prioritization
4. Local Financial Commitment
5. Project Implementation Strategy
6. Technical/Legal/Financial Capacity

**Selection Considerations** included Administration priorities such as Equity, Climate Change, and Receipt of other Competitive Funding

# \$1.66B for 150 Projects in 46 States, Puerto Rico, & DC

**Low or No Emission:** \$1.1 billion for 100 projects in 40 states plus Puerto Rico and Washington, DC

**Buses and Bus Facilities :** \$551 million for 50 projects in 30 states

## Selection Statistics:

- Will fund over 1,800 vehicles, including over 1,100 zero-emission vehicles
  - Zero emission includes both battery electric and hydrogen
  - Low emission includes compressed natural gas, hybrid electrics, etc.
- 74 projects provide support to train transit workers in operating and maintaining zero emission technology
- Funds large facility projects such as new operations and maintenance facilities, to small facility projects, such as for a new roof
- Bus grants range from \$115,000 to \$116 million dollars
- 77% of funding for large urban areas (over 200,000); 23% for small urban and rural areas



# FY 2022 Grant Awards

