All Stations Accessibility Program (ASAP)
Notice of Funding Opportunity (NOFO) Webinar

August 11, 2022

Federal Transit Administration:
Office of Program Management and the
Office of Civil Rights
Agenda

• ASAP and the ADA
• Program Overview
• Eligibility Information
• Evaluation Criteria
• Application Requirements & Documents
• Questions
Civil Rights and ASAP

Over 900 inaccessible stations in the U.S. today
- Located in our oldest, densest – and most transit-oriented – urban areas
- Off-limits to people with disabilities for >30 years

Under the ADA, new, altered and “key” stations are to be accessible
- Little investment made to upgrade remaining legacy stations

ASAP can make a meaningful reduction in the backlog of inaccessible stations
- Dedicated funds to help transit agencies make those stations accessible
ASAP: Raising the Bar

ADA

• *Minimum* accessibility requirements often = *minimal* accessibility
• Doesn’t address legacy stations unless altered
• Allows altered stations to remain inaccessible if “technically infeasible” to make them accessible (e.g., piercing a load-bearing wall)

ASAP

• Goes beyond ADA minimums
• Overcomes technical infeasibility
• May include secondary elevators and technologies for people with sensory or cognitive disabilities
• Improves systemwide access for people with disabilities
Program Overview
## Authorized Funding: All Stations Accessibility Program (Division J)

<table>
<thead>
<tr>
<th>Program Component</th>
<th>FY 2022 (in millions)</th>
<th>FY 2023 (in millions)</th>
<th>FY 2024 (in millions)</th>
<th>FY 2025 (in millions)</th>
<th>FY 2026 (in millions)</th>
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<tbody>
<tr>
<td>ASAP</td>
<td>$350</td>
<td>$350</td>
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*Note: Funding amounts before subtracting administrative and oversight takedown.*
Program Description

• Competitive funding to assist in the financing of capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for persons with disabilities, including those who use wheelchairs.

• Increase the number of existing (as of November 15, 2021) stations or facilities for passenger use that meet or exceed the standards for new construction under Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.), as incorporated into Appendix A of 49 CFR Part 37.
## Important Dates

<table>
<thead>
<tr>
<th>Notice of Funding Opportunity</th>
<th>July 26, 2022</th>
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<tbody>
<tr>
<td>Applications Due</td>
<td>September 30, 2022</td>
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<tr>
<td>Project Evaluations</td>
<td>October 2022</td>
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<tr>
<td>Award Announcement</td>
<td>Estimated by December 31, 2022</td>
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<tr>
<td>Pre-Award Authority</td>
<td>Starts on date of project announcement</td>
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<tr>
<td>Available for Obligation</td>
<td>The year of award plus 3 years – September 30, 2025</td>
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Applicants applying for both a planning and a construction project must submit two separate applications, one for each type of project.
DOT/FTA Program Priorities

ASAP supports DOT and FTA’s priorities and objectives through investments that

(1) renew our transit systems;
(2) advance racial equity;
(3) maintain and create good-paying, jobs with a free and fair choice to join a union;
(4) removes barriers to transit access for underserved communities; and
(5) connect communities.
Eligibility Information
 Eligible Applicants (Section C.1)

Recipients

• Designated recipients that operate or allocate funds to inaccessible pre-ADA—or “legacy” — rail fixed guideway public transportation systems
• States (including territories and Washington, D.C.)
• Local governmental entities that operate or financially support legacy rail fixed guideway public transportation systems.

The law limits ASAP to legacy rail fixed guideway public transportation systems with stations or facilities for passenger use that are not already accessible to and usable by persons with disabilities, including wheelchair users.
Cost Sharing or Matching (Section C.2)

The maximum Federal share as identified in the law for an eligible project shall not exceed 80 percent of the net project cost.
Eligible Projects (Section C.3)

Eligible projects under ASAP include:

(1) capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame; or

(2) for planning projects to develop or modify a plan for pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to stations or facilities for passenger use projects or programs of projects in an eligible area.
Ineligible Projects

• A station or facility project that is already accessible is not eligible.

• Any project of station upgrades or passenger facility that does not result in full accessibility consistent with Title II of the ADA and usability by persons with disabilities, including wheelchair users, is not eligible under this program.

• Maintenance or repair activities for elements of existing accessible stations or passenger facilities that are otherwise subject to the ongoing maintenance requirements under 49 CFR 37.161(a) are not eligible under this program.
Evaluation Criteria
Evaluation Criteria (Section E.1)

Demonstration of Need – Station or Facility Accessibility Improvement Projects

• **How** is the need for the investment supported by information that describes the lack of accessibility, the condition of, and the age of the station(s) or passenger facility(s) to be made fully accessible.

• **Does** the application indicate whether the proposed station(s) or facility(s) meet one or more of the following criteria and does it provide sufficient documentation that:
  - Addresses an overall lack of accessible stations in a particular geographic area
  - Is at a major interchange point with other transportation modes, including stations connecting with major parking facilities, bus terminals, intercity or commuter rail stations, passenger vessel terminals, or airports.
  - Serves major activity centers, such as employment or government centers, sports or entertainment venues, centers of economic activity or commerce, cultural or community centers, institutions of higher education, hospitals or other major health care facilities, or other facilities that are major trip generators.
  - Is a transfer station(s) on a rail line, between rail lines, or is an end of the line station.
  - Is one where passenger boarding’s exceed average station or facility passenger boarding’s on the rail system.
Evaluation Criteria (Section E.1)

Demonstration of Need – Planning Projects

• **How** – has the applicant demonstrated that the proposed planning project will develop or modify a plan for pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to stations or facilities for passenger use.

• Applicants should reference how the project supports local and regional prioritization of increased accessibility at their existing legacy rail fixed guideway public transportation stations or passenger facilities.
Demonstration of Benefits – Station or Facility Accessibility Improvement Projects

- **How** - has the applicant demonstrated the projects will increase the accessibility of legacy rail fixed guideway public transportation systems for persons with disabilities, including those who use wheelchairs, by increasing the number of existing stations or passenger facilities for passenger use that meet or exceed the standards for new construction under Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.) as incorporated into Appendix A of 49 CFR Part 37.
Evaluation Criteria (Section E.1)

Demonstration of Benefits – Planning Projects

• **How** – has the applicant detailed how the resulting planning project will advance accessibility and result in a future capital project that will meet or exceed the new construction standards of Title II of the Americans with Disabilities Act of 1990. Applicants should address, the timeline and steps remaining after the project would be completed, before a construction project could commence to repair, improve, modify, retrofit, or relocation of infrastructure of stations or facilities for passenger use.
Evaluation Criteria (Section E.1)

Planning and Local/Regional Prioritization

• **Is** the proposed project consistent with local and regional long-range planning documents and local government priorities?

• **Does** the application include letters of support from local government officials, public agencies, and/or non-profit or private sector partners, explain how the project reflects local/regional priorities?

• **Does** the applicant expressly identify engagement with local disability community not only tangential organizations?

• **Were** letters of support submitted to demonstrate that each station proposed for investment is supported by stakeholders in the surrounding disability community?
Evaluation Criteria (Section E.1)

Local Financial Commitment
- **When** will the funds be fully secured?
- **What** is the source of the local share?

Project Implementation Strategy
- **How** soon can the proposed project be obligated (within 12 months)?
- **How** will the project be implemented?

Technical, Legal, & Financial Capacity
- Does the applicant have the **know-how** to carry out the proposed project?
- **What** technical, legal, or financial capacity issues exist, if any?
Review and Selection (Section E.2)
Additional Considerations (Section E.2)

After applying the evaluation criteria, and in support of Executive Order 14052 Implementation of the Infrastructure Investment and Jobs Act, FTA will give priority to additional considerations.

1. Environmental Justice
2. Racial Equity and Barriers to Opportunity
3. Creating Good-Paying Jobs
4. Other Selection Considerations
Environmental Justice

Environmental Justice (EJ) populations include low income and minority population(s) as defined in Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” and FTA’s Environmental Justice Circular 4703.1.

Applicants should identify any EJ populations located within the proposed service area and describe anticipated benefits to that population(s).

The geographic unit should be appropriate to the scope of the project.

A formal EJ analysis is not requested.
Racial Equity and Barriers to Opportunity

FTA also will give priority consideration to applications that advance racial equity in two areas:

1. Planning and policies related to racial equity and overcoming barriers to opportunity; and

2. Project investments that either proactively address racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity.
Creating Good-Paying Jobs

Facility Projects

• Applicants should describe whether and how project delivery and implementation create good-paying jobs with the free and fair choice to join a union to the greatest extent possible, the use of demonstrated strong labor standards, practices and policies (including for direct employees, contractors, and sub-contractors); distribution of workplace rights notices; the use of Local Hire provisions; registered apprenticeships; or other similar standards or practices; or, for facility projects over $35 million, the use of Project Labor Agreements.

• Applicants should describe how planned methods of project delivery and implementation (for example, use of Project Labor Agreements and/or Local Hire provisions, training and placement programs for underrepresented workers) provides opportunities for all workers, including workers underrepresented in construction jobs to be trained and placed in good-paying jobs directly related to the project.
Other Selection Considerations

• Geographic diversity

• Receipt of other competitive funding allocations
Additional Information

• There is no award maximum or cap for ASAP grants. Grants.gov has been updated with this information.

• Intercity passenger rail (Amtrak) stand alone stations or facilities are not eligible for ASAP since they have their own designated funding.

• Commuter stations used by Amtrak and other “legacy” — rail fixed guideway public transportation systems may be eligible.
Applying for FTA Grant Opportunities in Grants.gov
FTA Notice of Funding Opportunity

FTA website:  https://www.transit.dot.gov/
Funding Opportunity Notices:  https://www.transit.dot.gov/funding/grants/notices
FTA Notice of Funding Opportunity

FTA NOFO Page contains:

- Summary Description
  - Application requirements
  - Eligibility
- Supplemental Form
- Links to Grants.gov
- Links to Program Information
- Other references and links

https://www.transit.dot.gov/funding/grants/notices

FTA NOFO provides hyperlinks to Grants.gov opportunity notice, related documents, and application package.
NOTE: Anyone can download the application package from Grants.gov. However, only “authorized organizational representatives” can submit applications in Grants.gov.
The “Attachment Form” shown below is included in the SF-424 Grant Application Package in Grants.gov.

Please attach the FTA Supplemental Form to the Attachment Form shown below when submitting in Grants.gov.

CAUTION: Do not use “Supplemental Form” from prior years or create your own form. Please use the file provided on the FTA website.
Grants.gov – Applicants

https://www.grants.gov/web/grants/applicants.html
Organizations must register in Grants.gov in order to submit applications.
Workspace in Grants.gov

Get Started on Your Workspace Application

Workspace is the standard way for organizations or individuals to apply for federal grants in Grants.gov. Workspace allows a grant team to simultaneously access and edit different forms within an application. Plus, the forms can be filled out online or offline—your choice.

Grants.gov Workspace also allows applicants and organizations to tailor their application workflow. Here are three approaches that applicants can take when completing a Workspace application:

Basic
- Best for organizations with 1-2 registered Grants.gov users
- Application forms are downloaded and emailed to collaborators before being uploaded back to the workspace

Intermediate
- Best for organizations with 3-5 registered Grants.gov users
- Applicant team are typically comprised of an AOR who submits, as well as a Workspace Owner who oversees form completion

Advanced
- Best for organizations with external Grants.gov users, such as consultants
- Workspace Owner manages form access
- Workspace Owner subforms

Using Custom Roles in Workspace

Organizations are also able to create custom roles and assign these roles to the users affiliated with the organization.

LEARN MORE >
Web Addresses

FTA Funding Opportunities:
- [https://www.transit.dot.gov/funding/grants/notices](https://www.transit.dot.gov/funding/grants/notices)

Grants.gov:

Contact Grants.gov Support Center to get help with Grants.gov issues:

**GRANTS.GOV Applicant Support**
1-800-518-4726
[support@grants.gov](mailto:support@grants.gov)
Application Package

Application must include:

• SF-424 Application for Federal Assistance
• Supplemental Form
• Lobbying Form
• Supporting Documentation

Application package found at: www.grants.gov

Opportunity ID:

• ASAP: FTA-2022-009-TPM-ASAP
Important Links

Notice of Funding Opportunity:  https://www.transit.dot.gov/applying/notices-funding/all-stations-accessibility-program-notice-funding-opportunity

Application Information:  https://www.grants.gov/ (search for “ASAP”)
ASAP Webpage:  https://www.transit.dot.gov/ASAP
Questions?

Email: kevin.Osborn@dot.gov