Low or No Emission Grant &
Grants for Buses and Bus Facilities Competitive
Program Webinar
March 17, 2022

Office of Program Management
Federal Transit Administration
Agenda

• Program Overview
• What’s New
• Eligibility Information
• Evaluation Criteria
• Application Requirements & Documents
• Questions
Bipartisan Infrastructure Law (BIL) (Infrastructure Investment and Jobs Act)

- 71% Increase in funding over the FAST Act
- Major new funding for State of Good Repair, Low and No Emission, and CIG Grants
- Continues Existing Structure for FTA Programs focused on urban, rural, and targeted populations

Provides Funding for 5 Years

- Rail Car Replacement
- Station Accessibility
- Low-No Ferries
- Rural Ferries

Creates New Programs
Competitive & CIG Funding – FY21 to FY22

(Millions of Dollars)

- Capital Investment Grants
- Low-No Competitive
- Ferry Service for Rural Communities
- Bus/Bus Facilities Competitive
- All Stations Accessibility
- Railcar Replacement
- Electric or Low-Emitting Ferry
- Transit Research
- TOD Pilot
- TA and Workforce Development

New programs for station accessibility, rail car replacement & ferries

Note: Transit Research includes Bus Testing and NTD

FAST FY21 Additional Funding Under BIL (FY22)
### Authorized Funding: Buses and Bus Facilities Formula, Competitive, and Low-No Program (Section 5339)

<table>
<thead>
<tr>
<th>Program Component</th>
<th>FY 2021 Enacted</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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<tr>
<td>Formula</td>
<td>$582.61</td>
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<td>$632.71</td>
<td>$645.78</td>
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<td>Buses and Bus Facilities Competitive</td>
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<td>$375.70</td>
<td>$383.54</td>
<td>$393.56</td>
<td>$401.69</td>
<td>$411.90</td>
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<td>Low or No Emissions Competitive</td>
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<td>$1,121.56</td>
<td>$1,123.06</td>
<td>$1,124.96</td>
<td>$1,126.51</td>
<td>$1,128.46</td>
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<td>5339 Program TOTAL</td>
<td>$1,176.65</td>
<td>$2,101.25</td>
<td>$2,123.21</td>
<td>$2,151.23</td>
<td>$2173.98</td>
<td>$2,202.56</td>
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*Note: Funding amounts before subtracting administrative and oversight takedown.*
Competitive Program Descriptions

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.”

Buses and Bus Facilities Program
“The Grants for Buses and Bus Facilities Program (5339(b)) authorizes FTA to award grants 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”
FY 2021 Competitions

Low-No Program

187 applications from 46 states/territories requesting approximately $917 million

• 144 projects rated Highly Recommended

39 projects funded for a total of $182 million

List of funded projects can be found at: https://www.transit.dot.gov/funding/grants/fiscal-year-2021-low-or-no-emission-low-no-bus-program-projects

Buses and Bus Facilities Competitive Program

303 applications from 50 states/territories requesting approximately $2.6 billion

• 166 projects rated Highly Recommended

70 projects funded for a total of $409 million

List of funded projects can be found at: https://www.transit.dot.gov/funding/grants/fiscal-year-2021-buses-and-bus-facilities-projects
2022 Low-No & Buses and Bus Facilities Competition

Available Funding: Approximately $1.72 billion
- Buses and Bus Facilities Competitive: Approximately $545 million
- Low or No Emissions: $1.176 billion ($294 million for low emission projects)

<table>
<thead>
<tr>
<th>Important Dates</th>
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<tbody>
<tr>
<td>Notice of Funding Opportunity</td>
<td>March 4, 2022</td>
</tr>
<tr>
<td>Applications Due</td>
<td>11:59pm EST May 31, 2022</td>
</tr>
<tr>
<td>Project Evaluations</td>
<td>June-July, 2022</td>
</tr>
<tr>
<td>Award Announcement</td>
<td>No Later than August 15, 2022</td>
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<tr>
<td>Pre-Award Authority</td>
<td>Starts on date of project announcement</td>
</tr>
<tr>
<td>Available for Obligation</td>
<td>The year of award plus 3 years – September 30, 2025</td>
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</table>
DOT/FTA Program Priorities

The Low-No and Buses and Bus Facilities Competitive Program support DOT and FTA’s priorities and objectives through investments that

1. renew our transit systems;
2. reduce greenhouse gas emissions from public transportation;
3. advance racial equity;
4. maintain and create good-paying, jobs with a free and fair choice to join a union;
   and
5. connect communities.
Why a Joint Notice of Funding Opportunity (NOFO)?
Joint Notice of Funding Opportunity (NOFO)

As a result of the Bipartisan Infrastructure Law (BIL), several cross-cutting changes were made to both programs.

This included the change that both programs now must release a NOFO within 30 days of a full year appropriations and announce project selections 75 days after the NOFO closes. Previously, under the FAST Act the provision only applied to Low-No.

Furthermore, additional programmatic changes were enacted that impacted both programs, thus providing economies of scale to combine the solicitation into a joint NOFO.
An applicant may submit a low or no emissions project to both the Buses and Bus Facilities Competitive Program and the Low-No Program or may choose to submit to only one of the two programs.

If a project submitted for consideration under both programs is selected for funding, FTA will exercise its discretion to determine under which program the project will receive funding.

Please note if submitting to both programs, the same application package must be submitted to both Bus and Low-No Opportunity IDs in Grants.Gov.

That’s ONE application package submitted TWICE
What’s New?
New Statutory Program Requirements

Applies to Low-No (5339(c)) and Buses and Bus Facilities Competitive (5339(b)):

• Zero-Emission Fleet Transition Plan
  • Additional information starting on slide 38
• 5% Workforce Development for Zero-Emission Projects
  • Additional information on slide 22
• Continuation of the Partnership Provision
  • Additional information on slide 18
Low-No Program

• A minimum of 25 percent of the amount awarded will be awarded to low emission projects other than zero-emission vehicles and related facilities.

Buses and Bus Facilities Competitive Program

• A minimum of 15 percent of the amount awarded Program will be awarded to projects located in rural areas (increased from 10 percent in FAST Act)

• Innovative Procurement Requirement - Section 3019/(49 U.S.C. 5325)
  • Fact Sheet: https://www.transit.dot.gov/funding/grants/innovative-procurement-leasing-fact-sheet-section-3019
Eligibility Information
Eligible Applicants (Section C.1)

Recipients

• Designated recipients, states, local governmental authorities or federally recognized Indian Tribes are eligible.
  • **Buses and Bus Facilities Competitive**: Recipients listed above must allocate funds to or operate fixed route service.
  • Rural areas must submit as part of a consolidated state application, unless the applicant is a tribe.

Subrecipients

• Same as recipients above, with these exceptions for Buses and Bus Facilities only:
  • Private nonprofit organizations engaged in public transportation are eligible.
  • The fixed route requirement does **NOT** apply to subrecipients.
Partnership Provision (Section C.1)

An applicant proposing a low or no emission project under both the Buses and Bus Facilities Competitive Program and the Low-No Program or under just the Low-No Program, may include partnerships with other entities that intend to participate in the implementation of the project.

• The competitive selection process satisfies the requirements for a competitive procurement for the partners named in the application.
• Examples of partnerships include, but are not limited to, specific vehicle manufacturers, equipment vendors, owners or operators of related facilities, or project consultants.
• If proposing a low or no emission project for only the Buses and Bus Facilities program, the partnership provision does not apply.
Cost Sharing or Matching (Section C.2)

- Vehicles compliant with the Clean Air Act (CAA) or Americans with Disabilities Act (ADA): Maximum 85% Federal

- Equipment or facilities that are compliant with the Clean Air Act (CAA) or Americans with Disabilities Act (ADA): Maximum 90% Federal
  - Costs associated with related equipment and facilities must be itemized in application to receive maximum federal share.

- All other projects, including workforce development/NTI training: Maximum 80% Federal
Eligible Projects (Section C.3)

• Replace, rehabilitate, purchase, or lease buses, vans and related equipment
  • This includes leasing power sources (i.e., batteries)
• Rehabilitate, purchase, construct, or lease bus-related facilities
• Rehabilitating or improving existing facilities to accommodate low or no emission buses and vehicles
• Costs incidental to the acquisition of buses or construction of a facility
  • Including activities such as functional landscaping (green space)

• Note - Projects to the Low-No Program must be for low or no emission projects only.
Eligible Projects: Workforce Development

Workforce Development (Non-Zero Emission Projects):

• Recipients are permitted to use up to 0.5% of the requested grant award for workforce development activities.
• An additional 0.5% can be used training at the National Transit Institute.

See 49 U.S.C. 5314(b)

Examples Include:
• On-the-job training
• Apprenticeships
• Research for training programs
• Employment outreach programs
Eligible Projects: Workforce Development (cont)

Workforce Development for **Zero-Emission Projects**:

- 5 percent of the requested Federal award must be used for workforce development unless the applicant explains in the application why less funding is needed. Certification via Category 11 in FY 2022 Certifications and Assurances.
- These amounts are additional, not a take-down, from other eligible project expenses.
- For example, if the total capital costs of the vehicles and equipment was $95,000, an additional $5,000 should be included in the budget for these expenses for a total project cost of $100,000.

Further information on the Zero-Emission Transition Plan begins on slide 38.
Ineligible Projects

Projects not eligible for funding:

• Non-public transportation projects (e.g., school buses, prisoner transport, intra-facility shuttles, services not open to the general public, see: 49 U.S.C. § 5302(14))
• Operating expenses
• Preventive maintenance
• Development or deployment of prototype/demonstration vehicles
• Previous project expenses
• Mobility management
• Planning and design studies
Evaluation Criteria
Evaluation Criteria (Section E.1)

Demonstration of Need

• **How** will the proposed project address an unmet need for capital investment?
• **What** substantiating evidence can be provided to support these statements?

Demonstration of Benefits*

*Please note that this is the only criteria where the requested information is different for each program. In order to apply for both an applicant must respond to both Demonstration of Benefits sections with responses applicable to the request in the NOFO for that program.

• **Low-No**: How will the proposed project support the program objectives (reduce energy consumption, reduce harmful emissions and reduce direct carbon emissions)?
• **Buses and Bus Facilities Competitive**: How will the proposed project improve the condition of the transit system? Reliability of transit service? Enhance access and mobility?
Evaluation Criteria (Section E.1)

Planning and Local/Regional Prioritization

• **How** is the proposed project consistent with local and regional long range planning documents?

• **How** is the proposed project consistent with local government priorities?

• **Zero-Emission applicants** –
  – Did the applicant include a zero-emission fleet transition plan that includes all 6 required elements?
  – Higher rating on this criteria if project and fleet transition plan support conversion of overall fleet to zero emissions.
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 14008, Tackling the Climate Crisis at Home and Abroad, and Executive Order 14052, Implementation of the Infrastructure Investment and Jobs Act, FTA will give priority to additional considerations.

1. Climate Change
2. Environmental Justice
3. Racial Equity and Barriers to Opportunity
4. Creating Good-Paying Jobs
5. Zero-Emission Fleet Transition Plan – Workforce Development
6. Other Selection Considerations
Climate Change

For Buses and Bus Facilities Competitive Projects Only

The application should describe specific climate change activities, such as:

• Supporting a Climate Action Plan
• Preparation of an equitable development plan
• Utilizing tools for project planning, for example: EPA’s EJSCREEN or DOT’s Historically Disadvantaged Community tool*

And describe how the project will mitigate or reduce climate change impacts, such as:

• Reduce emissions or promote energy efficiency
• Increase resiliency
• Recycle or redevelop existing infrastructure, etc.

*Full Link: https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a.
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.

Applicants could also address how a project is related to housing or land use reforms to address historic barriers to opportunity.
Creating Good-Paying Jobs

**Facility Projects**

- 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.
Zero-Emission Fleet Transition Plan Development

Amongst zero-emission applications, FTA will give priority consideration to zero-emission applicants that in the development of the workforce section (Element 6) of the Zero-Emission Fleet Transition Plan have consulted with workforce representatives AND identify the use of at least one of the following in their plan:

1. Use of labor-management partnerships for training;
2. Use of registered apprenticeship training to support skilling of incumbent and entry-level workers with focus on using registered apprenticeship to advance BIPOC, women, and other groups facing systemic barriers to employment that may be underrepresented in the current workforce, especially in higher-paying jobs; or
3. Identification of how reskilling workers for new fleets advances broader strategy to retain, retrain and recruit employees into good paying jobs, with the choice to join a union and equitable access to training and support that helps workers to stay retained in jobs.
Other Selection Considerations

• Geographic diversity

• Receipt of other competitive funding allocations
Additional Information
Justice40 Initiative

Consistent with OMB’s Interim Guidance for the Justice40 Initiative, Historically Disadvantaged Communities include:

- Certain qualifying census tracts;
- Any Tribal land;
- Any territory or possession of the United States.

DOT is providing a mapping tool to assist applicants in identifying whether a project is located in a Historically Disadvantaged Community:

https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a.

Use of this mapping tool is optional; however, applicants must provide either the output from the mapping tool or demographic data as described in the NOFO.
Zero-Emission Fleet Transition Plan
For applications related to zero-emission vehicles submitted under either the Low-No or Buses and Bus Facilities Competitive programs, applicants are required by law (49 U.S.C. 5339(c)(3)(D)) to submit a Zero-Emission Fleet Transition Plan.

This plan must include the following six elements identified in law:

1. Demonstrate a long-term fleet management plan with a strategy for how the applicant intends to use the current application and future acquisitions;

2. Address the availability of current and future resources to meet costs for the transition and implementation;

3. Consider policy and legislation impacting relevant technologies;

4. Include an evaluation of existing and future facilities and their relationship to the technology transition;

5. Describe the partnership of the applicant with the utility or alternative fuel provider; and

6. Examine the impact of the transition on the applicant’s current workforce by identifying skill gaps, training needs, and retraining needs of the existing workers of the applicant to operate and maintain zero-emission vehicles and related infrastructure and avoid the displacement of the existing workforce.
Zero-Emission Fleet Transition Plan: Element 1

Element 1: Demonstrate a long-term fleet management plan with a strategy for how the applicant intends to use the current application and future acquisitions.

Examples of how applicants may address this element (not exhaustive):

• Include excerpt or describe how long-term fleet management plan aligns with the zero-emission application.

• Describe how the procurement plan aligns with the zero-emission application.
Zero-Emission Fleet Transition Plan: Element 2

Element 2: Address the availability of current and future resources to meet costs for the transition and implementation.

Examples of how applicants may address this element (not exhaustive):
  
  • Provide an overview of current funding levels and sources and how that will support/impact the transition.
  
  • Describe planning or other efforts underway to secure additional resources.
Zero-Emission Fleet Transition Plan: Element 3

Element 3: Consider policy and legislation impacting relevant technologies.

Examples of how applicants may address this element (not exhaustive):

- Listing of any state or local policies or legislation that support or hinder the implementation of relevant technology the applicant is looking to implement.
- Analysis of future policy or legislation that the agency is considering that will support the implementation.

A brief description of the research performed leading to a finding that the applicant does not believe policy or legislation impacts the relevant technologies is acceptable, if applicable.
Zero-Emission Fleet Transition Plan: Element 4

Element 4: Include an evaluation of existing and future facilities and their relationship to the technology transition.

Examples of how applicants may address this element (not exhaustive):

• Capital inventory relevant to fleet transition that includes information on the state of existing facilities and the scope and timing for future upgrades and/or expansion.

• Analysis of existing facilities relevant to fleet transition and their ability to integrate relevant technology for both current and future acquisitions.
Zero-Emission Fleet Transition Plan: Element 5

Element 5: Describe the partnership of the applicant with the utility or alternative fuel provider.

Examples of how applicants may address this element (not exhaustive):

- Letters of support, contract information, communications, etc. with the fuel/energy provider.
- Analysis of ongoing coordination with providers and plans for integration/cooperation.
- Identification that based on the size of the vehicle fleet that no partnership is needed.
Zero-Emission Fleet Transition Plan: Element 6

Element 6: Examine the impact of the transition on the applicant’s current workforce by identifying skill gaps, training needs, and retraining needs of the existing workers of the applicant to operate and maintain zero-emission vehicles and related infrastructure and avoid the displacement of the existing workforce.

Examples of how applicants may address this element (not exhaustive):

• Usage of the Workforce Evaluation Tool.
• Coordination efforts with existing employee representation and/or members.
• Employee retention and agency workforce planning strategies.
• Identification of type of training and training provider.
Zero-Emission Fleet Transition Plan (cont.)

- For agencies with smaller fleets, a Zero-Emission Fleet Transition Plan need not be complex and should be tailored as applicable but must address all six elements.
  - It could be 1-2 pages for example.
- For applications from State Departments of Transportation, the state may provide a Zero-Emission Fleet Transition Plan that covers some or all of the subrecipients, attach individual plans developed by the subrecipients, or a combination of both.
- FTA will rate a zero-emission project higher if the applicant is able to demonstrate how the proposed project and Zero-Emission Fleet Transition Plan support the conversion of the agency’s overall fleet to zero emissions.
- Applicants must ensure that the plan contains the six distinct elements, and they are labeled appropriately.
- Applicants may use an existing plan with a cover letter or addendum identifying the location of the six elements and/or adding any missing elements.
Application Instructions
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

FTA NOFO provides hyperlinks to Grants.gov opportunity notice, related documents, and application package.

https://www.transit.dot.gov/funding/grants/notices
NOTE: Anyone can download the application package from Grants.gov. However, only “authorized organizational representatives” can submit applications in Grants.gov.
Application Package
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
Applicant – Organization Registration

Organizations must register in Grants.gov in order to submit applications.
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
- Application teams are typically comprised of an AOR who submits, as well as a Workspace Owner who oversees form completion

**Advanced**
- Best for organizations with more than 5 registered Grants.gov users
- Workspace Owners manage form access
- Workspace Owners can delete forms
- Workspace Owners can create custom roles

Using Custom Roles in Workspace

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

FTA Funding Opportunities:

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

Grants.gov:

- http://www.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
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:

• Low-No: FTA-2022-001-TPM-LWNO
• Buses and Bus Facilities: FTA-2022-002-TPM-BUSC
Important Links


Application Information: https://www.grants.gov/ (search for “Low-No” or “Buses and Bus Facilities”)

Low-No Program Webpage: https://www.transit.dot.gov/funding/grants/lowno
Buses and Bus Facilities Program Webpage: https://www.transit.dot.gov/bus-program
Questions?
Email: FTALowNoBusNOFO@dot.gov