Agenda

• Bipartisan Infrastructure Law (BIL) Background
• Program Overview
• Eligibility Information
• Evaluation Criteria
• Review and Selection
• Civil Rights
• Grants.gov
• Questions
Bipartisan Infrastructure Law (BIL) Background
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
- Continued Existing Structure for FTA Programs focused on urban, rural, and targeted populations

Provided Funding for 5 Years

- Rail Vehicle Replacement
- All Stations Accessibility
- Low-No Ferries
- Rural Ferries

Created New Competitive Programs
Program Overview
Program Description

Competitive funding to assist in the funding of capital projects to **replace rail rolling stock**.

- Note, this is not an expansion program

**FY24 Funding Available:** $196.9M

Multi-year grant awards are permitted at DOT’s discretion (up to 3 years).
FY 2022 - FY 2023 Rail Vehicle Replacement Grant Competition Summary

FTA received 18 eligible applications from 13 states with a total federal request of $3.51 billion.

Total funding awarded was $703.1 million to 6 projects in 6 states.
- Selected projects are listed on the FTA program webpage.
## Important Dates

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>October 10, 2023</strong></td>
<td>Notice of Funding Opportunity</td>
</tr>
<tr>
<td><strong>December 18, 2023</strong></td>
<td>Applications Due</td>
</tr>
<tr>
<td><strong>January and February 2024</strong></td>
<td>Project Evaluations</td>
</tr>
<tr>
<td><strong>Estimated Spring 2024</strong></td>
<td>Award Announcement</td>
</tr>
<tr>
<td><strong>Starts on date of publication of NOFO in the Federal Register (October 10, 2023)</strong></td>
<td>Pre-Award Authority</td>
</tr>
<tr>
<td><strong>September 30, 2027</strong> - The year of award plus 3 fiscal years *</td>
<td>Available for Obligation</td>
</tr>
</tbody>
</table>

*For multi-year grants, subsequent obligations must be made in the following year for a two-year agreement, and each of the two consecutive fiscal years for a three-year agreement, following the fiscal year from which the first obligation is made.
Eligibility Information
Eligible Applicants (Section C.1)

- States (Including territories and Washington, D.C.)
- Local governmental authorities
Eligible Cost-Sharing or Matching (Section C.2)

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Eligible Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Competitive Grants for Rail Vehicle Replacement (Rail Program)</td>
<td>Up to <strong>50%</strong> of total eligible project costs</td>
</tr>
<tr>
<td>Other Federal Funds – including FTA funding and SGR formula funds</td>
<td>Up to <strong>80%</strong> of total eligible project costs (including up to 50% from Rail Program)</td>
</tr>
<tr>
<td>Non-Federal Funds (Local Match)</td>
<td>At least <strong>20%</strong> of total eligible project costs</td>
</tr>
</tbody>
</table>
Eligible Cost-Sharing or Matching (Section C.2)

### Project Budget

<table>
<thead>
<tr>
<th>Description</th>
<th>QTY</th>
<th>A. Rail Program Grant Amount Requested</th>
<th>B. Other Federal Funds</th>
<th>C. Other Non-Federal Funds</th>
<th>D. Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Passenger Revenue Vehicle</td>
<td>20</td>
<td>2,500,000</td>
<td>1,500,000</td>
<td>1,000,000</td>
<td>100,000,000</td>
</tr>
</tbody>
</table>

**Total:**

|                         |     | 50,000,000 | 30,000,000 | 20,000,000 | 100,000,000 |

**Note:**

- Column A can be up to 50% of Column D.
- Columns A+B may be up to 80% of Column D.
- Column C must be at least 20% of Column D.
- Column D can only include eligible project costs (e.g., cannot include cost for expansion vehicles).

**Exceptions:**

- For NTI training - Column A may be up to 80% of Column D.
- The amount in Column A for NTI training may not exceed 0.5% of the grand total of column A.

- For workforce development - Column A may be up to 80% of Column D.
- The amount in Column A for workforce development may not exceed 0.5% of the grand total of Column A.
Eligible Projects (Section C.3)

Replacement of rail rolling stock

**Rail rolling stock** is defined as revenue service, passenger carrying vehicles, or propulsion (locomotives) vehicles necessary for the provision of rail public transportation. Rail vehicles can include, but are not limited to, commuter rail, heavy rail, and light rail vehicles.

**Replacement** is defined as the number of vehicles required to replace the number of vehicles to be removed from service that are substantially the same type.

Project must be included in the transit asset management (TAM) plan upon completion of the plan.
# Eligible Projects (Section C.3)

**Vehicle Replacement**

Please complete the table below with information about the existing rail rolling stock to be replaced and the new vehicles planned for procurement.

<table>
<thead>
<tr>
<th>NTD Revenue Vehicle Inventory (RVI) ID (existing)</th>
<th>Number of vehicles to be replaced (existing)</th>
<th>Years in revenue service (existing list in number of years)</th>
<th>Maximum vehicle passenger capacity (existing each)</th>
<th>Number of vehicles (new)</th>
<th>Maximum vehicle passenger capacity (new each)</th>
</tr>
</thead>
</table>

**Insert Item (New Fleet ID)**

Did any of these existing vehicles undergo rebuilds*?  

- [ ] Yes  
- [ ] No

*Rebuild is defined as a capital expense associated with rolling stock that occurs at or near the end of a unit of rolling stock's useful life, and which results in an extended useful life for the unit of rolling stock consistent with the extent of the rebuilding (FTA Circular S300.1).

If yes, please explain:

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**FEDERAL TRANSIT ADMINISTRATION**

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Eligible Projects: Workforce Development

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 for 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
Ineligible Projects

Projects **not eligible** under this program:

- Vehicles that do not operate on rails;
- Maintenance and other non-revenue vehicles; and
- Fleet expansion projects.

**Note:** If a procurement includes both expansion and replacement vehicles, only the cost of the replacement vehicles may be included in the total eligible project cost under this program.
Evaluation Criteria
1. Demonstration of Need

- What is the age, condition, and performance of the rail vehicles to be replaced?
- Has the rail rolling stock to be replaced exceeded or will it exceed the useful service life in the 5-year period following the grant? (5 years starting 1 year after the date applications are due)
2. Demonstration of Benefits

- **Safety**: How will the project increase safety of vehicles and how does that impact the broader safety of the transportation system?
- **Performance**: How does the project reduce breakdowns and service interruptions, increase service performance and reliability, and reduce the cost of maintaining outdated vehicles?
- **Enhanced Access and Mobility for People with Disabilities**: How does the project improve access and mobility for persons with disabilities?
- **Combatting Climate Change**: Does a replacement locomotive or self-propelled passenger cars with a locomotive or self-propelled passenger cars produce fewer harmful emissions at the point of service?
3. Planning and Local/Regional Prioritization

• How is the proposed project consistent with rail vehicle replacement priorities in the applicant’s Transit Asset Management (TAM) plan?
• How is the proposed project consistent with local and regional planning documents?
• How is the proposed project consistent with local government priorities?
• Are there letters of support from local stakeholders?

4. Local Financial Commitment

• How/when will the local funds be fully secured?
• What is the source of the local share, is it available and set aside for the project?
Evaluation Criteria (Section E.1)

5. Project Implementation Strategy
- How soon can the proposed project be obligated (within 12 months)?
- How has the applicant considered any planning or environmental requirements?
- How will the project be implemented?

6. Technical, Legal, and 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
Additional Considerations (Section E.2)

1. Age and condition of vehicles to be replaced
2. Diversity in transit system size
3. Applicant’s availability of State of Good Repair Formula funding
4. Availability of other competitive awards
5. Geographic diversity
Additional Considerations (Section E.2)

Applicant’s availability of State of Good Repair Formula funding

**State of Good Repair Formula Funds (SGR)**

Please list the funding amount the applicant receives as part of the State of Good Repair Formula Grant Problem (49 U.S.C. 5337) apportionment.

1. Applicant's FY2021 SGR Funding Allocation
2. Applicant's FY2022 SGR Funding Allocation
3. Applicant's FY2023 SGR Funding Allocation
Nondiscrimination Requirements

**Americans with Disabilities Act (ADA).** Prohibits discrimination against people with disabilities in several areas, including public transit. Sets service criteria for accessible transit, ADA paratransit requirements, and design standards for vehicles and stations. Applies regardless of federal funding.

**Title VI of the Civil Rights Act of 1964.** Prohibits discrimination in federally funded programs based on race, color and national origin, included limited English proficiency.

**Disadvantaged Business Enterprise (DBE) Program.** Prohibits discrimination in DOT-funded contracts by ensuring fair competition for women- and minority-owned businesses bidding and working on DOT-funded contracts.

**External EEO Program.** Prohibits discrimination against applicants, employees, and former employees of federally funded agencies, including FTA recipients, based on race, color, religion, sex, national origin, age, disability, and genetic information.

**Section 5332.** Broad nondiscrimination requirement that prohibits FTA funding recipients from discriminating against persons based on race, color, religion, national origin, sex, disability, or age.
Office of Civil Rights Reorganization

What’s remained the same
• Recipients to continue to submit program plans in the civil rights module in TrAMS
• TCR to verify submission of program plans for grant award eligibility

What’s changed
• Review of program plans is shifting from an RCRO responsibility to new centralized format – the Recipient Oversight division
• Questions related to civil rights programs or technical assistance requests should be sent to new email for the Recipient Support division: FTACivilRightsSupport@dot.gov
Civil Rights Program Submissions

**Title VI**
- Updated every 3 years
- Public Outreach
- Limited English Proficiency
- Complaints
- Service Standards & Equity Analyses

**DBE**
- Goal updated every 3 years
- Procurement and Contracting Procedures
- Transit Vehicle Manufacturing

**EEO**
- Updated every 4 years
- Workforce Goal
Disadvantaged Business Enterprise (DBE)

• DBE applies to capital, operating, and planning funds, including vehicle procurement
• DBE goal setting identifies if there are DBEs available to do work on the project
  – Transit vehicles excluded from goal setting
• Must be purchased from a DBE-certified Transit Vehicle Manufacturer
  – Eligible TVMs found at: www.transit.dot.gov/TVM
• Must be reported to FTA within 30 days of purchase
Americans with Disabilities Act (ADA)

Rail Cars

- Accessible vehicles conform with 49 CFR Part 38

Items of note:

- FTA Circular 4710.1 – Chapter 4
- Level Boarding
  - Rapid Rail (no exception, 3” x +/- 5/8”)
  - Light Rail (where operated on dedicated ROW; 8” ATR elsewhere, except street boarding)
  - Commuter Rail/Amtrak (37.42, OGC guidance) Low Platforms 8” ATR
Equivalent Facilitation

- DOT ADA regulations permit departures from the specific standards where equal or greater accessibility is achieved
  - Accommodates innovation
  - Case-by-case
  - Not an exception
- Determinations made by Administrator of relevant Operating Administration
  - OST approval required
- FTA equivalent facilitation requests processed by TCR
Applying for FTA Grant Opportunities in Grants.gov
FTA Notice of Funding Opportunity

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

Fiscal Year 2024 Rail Vehicle Replacement Grant Program Notice of Funding Opportunity

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

FTA NOFO Page contains:

- Summary Description
  - Application requirements
  - Eligibility
- Supplemental Form
  - Applicants should complete and attach this to their submission
- 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.
Applications on Grants.gov

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
- 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 external Grants.gov users, such as consultants
- Workspace Owners manages form access and form 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

Grants.gov:

http://www.grants.gov/
http://www.grants.gov/web/grants/applicants.html

GRANTS.GOV Applicant Support
1-800-518-4726
support@grants.gov
Questions
Asking Questions
QUESTIONS?

Kevin Osborn  
Acting Division Chief  
Urbanized Area Programs

Donna Iken  
Program Manager  
Urbanized Area Programs

Scott Pichon  
DBE Policy Lead  
Office of Civil Rights

Johnita Glover  
Transportation Program Analyst  
Grants Management & Guidance

Reach out to Donna  
Email: Donna.Iken@dot.gov  
Phone: 202-366-0876
FTA Mission, Vision, Values

MISSION
Improve America’s Communities through Public Transportation

VISION
A Better Quality of Life for All Built on Public Transportation Excellence

VALUES

<table>
<thead>
<tr>
<th>VALUES</th>
<th>SERVICE</th>
<th>INTEGRITY</th>
<th>INNOVATION</th>
<th>SUSTAINABILITY</th>
<th>EQUITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>SERVICE</td>
<td>Provide reliable, transparent, responsive, and anticipatory services to meet stakeholder needs</td>
<td>Commitment to the highest professional and ethical standards</td>
<td>Foster new ideas, concepts, and solutions for improved outcomes</td>
<td>Optimize decisions, resources, and systems to make long-term positive impacts on the environment, infrastructure, and safety</td>
<td>Remove barriers for systemically underserved communities to access all aspects of economic, social, and civic life</td>
</tr>
</tbody>
</table>