

Territorial Climate and Infrastructure Workshop

March 28, 2022



Director, Program Management & Project Oversight, Region IX

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Federal Transit Administration



Bipartisan Infrastructure Law

Significant Funding Increases



- Up to \$108 billion for public transit over five years
 - \$69.9 B from Highway Trust Fund
 - \$21.25 B in Advance Appropriations
 - \$17 B in Authorized Appropriations
- New and increased funding for State of Good Repair, Low or No Emission, and Capital Investment Grants
- Continues existing structure for FTA programs focused on urban, rural, and targeted populations

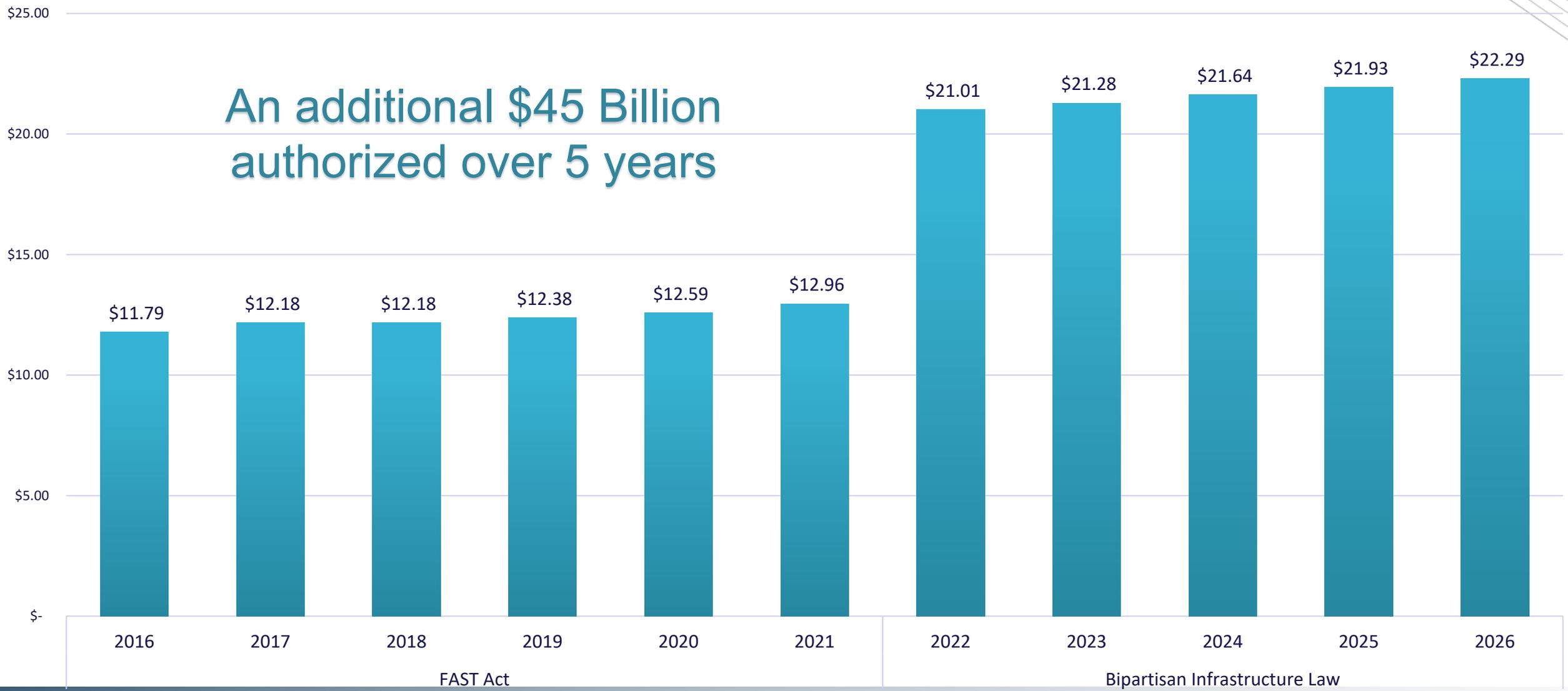
New Grant Programs



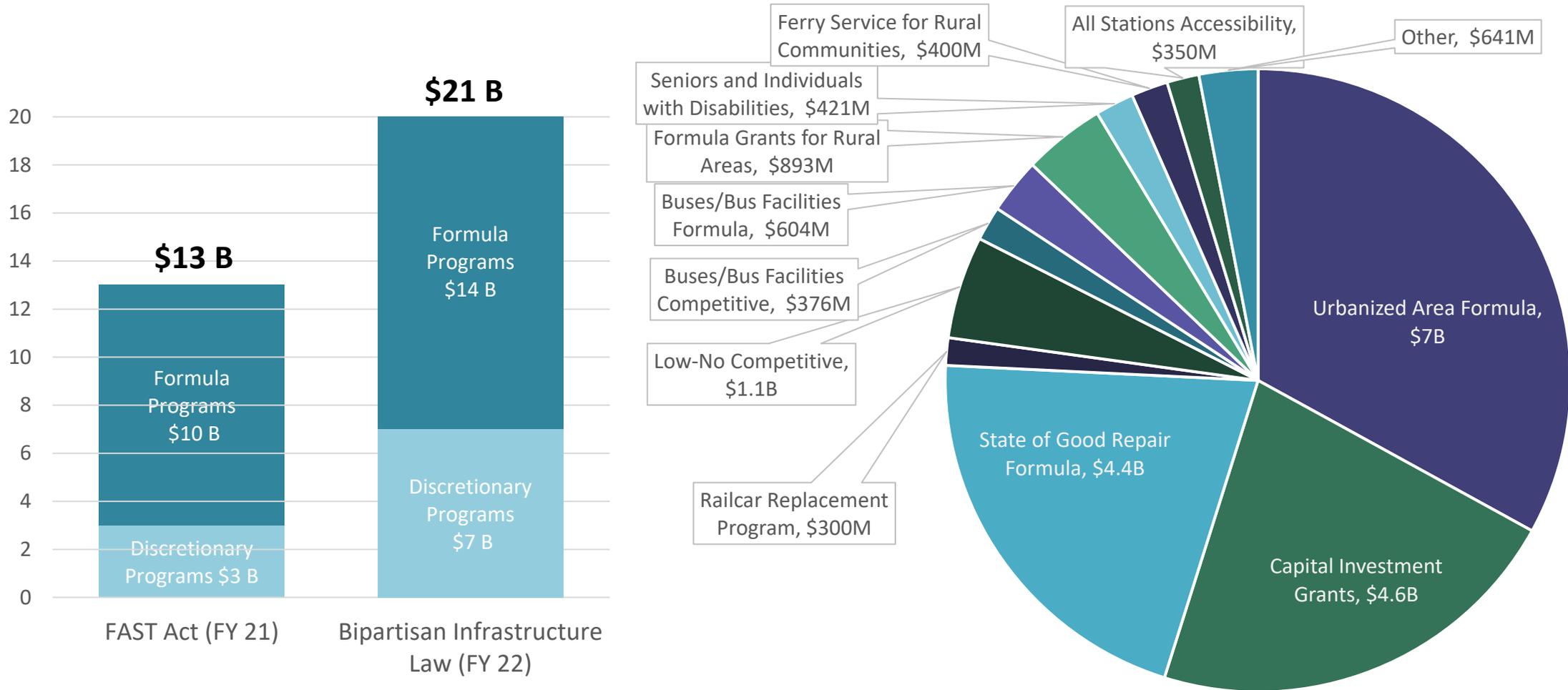
- **Rail Vehicle Replacement Program**
- **All Station Accessibility Program**
- **Electric or Low-Emitting Ferry Pilot Program**
- **Ferry Service for Rural Communities**

Increased Funding for Public Transportation

An additional \$45 Billion authorized over 5 years



Increased Formula and Competitive Funding



Note: Total funding shown includes authorized trust fund contract authority, authorized annual appropriations for FY22 and certain advance appropriations for FY22 enacted as a part of the Bipartisan Infrastructure Law. Annual appropriations are subject to Congressional action.

FTA Priorities for Implementation

FTA Bipartisan Infrastructure Law Priorities



Safety – The law will enable FTA to enhance state safety oversight programs by strengthening rail inspection practices to protect transit workers and riders from injuries and to ensure safe access to transit.



Modernization – Increased formula and competitive funding will begin to reduce the enormous state of good repair investment backlog in the nation’s transit systems by repairing aging infrastructure and modernizing bus and rail fleets.



Climate – The law includes landmark investments to support the replacement of thousands of transit vehicles, including buses and ferries, with cleaner low- and zero-emission vehicles.



Equity – Investments in equity, including Justice40, will help eliminate transit deserts, improve connectivity to economic and social opportunities, ensure universal accessibility for people with disabilities, support minority and women-owned businesses, and reduce the disparity in quality and frequency of service in underserved communities.

Bipartisan Infrastructure Law – New programs

Four new competitive grant programs, including a guaranteed:

- \$1.75 billion for an **All-Stations Accessibility Program** to reduce the number of legacy rail transit stations that remain inaccessible to individuals with disabilities
- \$1.5 billion for **Rail Vehicle Replacement Grants** to replace railcars that are past their useful life and improve reliability, safety and accessibility for transit passengers
- \$1 billion for **Ferry Service for Rural Communities** to improve access and mobility in areas where ferry service is a critical link for communities
- \$250 million for an **Electric or Low-Emitting Ferry pilot program** to support the transition of passenger ferries to low- or zero-emission technologies



Bipartisan Infrastructure Law – Discretionary & Other

- \$5.6 billion in Low or No Emission Vehicle Competitive Grants to support the transition of transit vehicles to low or zero emission technologies*
- \$5.1 billion in Buses and Bus Facilities formula and competitive grants*
- \$966.4 million to support Metropolitan and Statewide Planning programs
- \$23 billion for the Capital Investment Grants (CIG) Program, with \$8 billion guaranteed to invest in new high-capacity transit projects
- \$193 million for transit research activities
- \$62 million for technical assistance and workforce development activities

* *FTA Dear Colleague letter discusses the need for a Zero-Emission Transition Plan, when applying for funding under FTA's Bus & Bus Facilities & Low or No Emission competitive programs*

Timeframes for Deliverables

FY2022 Apportionment

- FTA issued partial FY2022 Apportionment Notice for 4.5 months - February 3, 2022

Discretionary Buses & Bus Facilities and Low & No Emission Vehicle Programs

- FTA released the Joint NOFO \$1.1 billion for Low & No Emission program and \$372 million for Buses & Bus Facilities program – March 4, 2022

New Program Notice of Funding Opportunities (NOFOs)

- NOFOs will be issued on a rolling basis beginning in late spring/early summer
- NOFOs will contain program guidance for applicants



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”



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)

Important Dates	
Notice of Funding Opportunity	March 4, 2022
Applications Due	11:59pm EST May 31, 2022
Project Evaluations	June-July, 2022
Award Announcement	No Later than August 15, 2022
Pre-Award Authority	Starts on date of project announcement
Available for Obligation	The year of award plus 3 years – September 30, 2025

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.

Bipartisan Infrastructure Law - Information

- <https://www.transit.dot.gov/BIL>
- FTA BIL Program Fact Sheets for existing and new programs; funding levels
- Sign up to receive email updates
- Webinars
- Town Hall meetings
- Storytelling
- Region 9 Webinar & Listening Session



FTA Resources

- Mental Health Resources - <https://www.transit.dot.gov/regulations-and-programs/safety/mental-health-resources>
- TAM Plan Updates - [TAM Plans | FTA \(dot.gov\)](#)
- BIL Changes to PTASP Requirements - [Dear Colleague Letter: Bipartisan Infrastructure Law Changes to PTASP Requirements | FTA \(dot.gov\)](#)
- Transit Advisory Committee for Safety - [Federal Register: Notice To Solicit Transit Advisory Committee for Safety Member Applications](#)
- Transition Plan Requirements for Low & No Emissions and Buses & Bus Facilities program NOFO - [Zero-Emission Fleet Transition Plan | FTA \(dot.gov\)](#)
- [FTA Dear Colleague Letter: Fleet Transition Plan for Zero Emission Competitive Applications | FTA \(dot.gov\)](#)
- Subscribe to email updates - [Federal Transit Administration \(govdelivery.com\)](#)





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