



## **FY 2021 Grants for Buses and Bus Facilities Competitive Funding Opportunity Justice40 Initiative Fact Sheet**

The Federal Transit Administration’s (FTA) [Grants for Buses and Bus Facilities Competitive Program](#) (Bus Program) helps recipients finance capital projects to replace, rehabilitate, purchase or lease buses and related equipment; and to rehabilitate, purchase, construct or lease bus-related facilities.

A [Notice of Funding Opportunity](#) (NOFO) for the Bus Program’s FY 2021 funding opportunity was published on September 20, 2021, making \$409,590,000 available, with an application deadline of November 19, 2021.

The FY 2021 Bus Program NOFO included information about FTA’s implementation of the **Justice40** initiative (see section E(2) of the NOFO).

### **What is the Justice40 initiative?**

Justice40 is a government-wide initiative with the goal of delivering 40 percent of the overall benefits of relevant federal investments to **disadvantaged communities**. A description of the Justice40 initiative is available on the [White House website](#).

### **What are “Disadvantaged Communities?”**

On July 20, 2021 the Office of Management and Budget (OMB) issued memo [M-21-28: Interim Implementation Guidance for the Justice40 Initiative \(PDF\)](#) which defines the terms “community” and “disadvantaged.” FTA’s Bus Program is one of 21 programs across the Federal government that will be the first to implement the guidance.

The guidance defines “**Community**” as “either a group of individuals living in geographic proximity to one another, or a geographically dispersed set of individuals (such as migrant workers or Native Americans), where either type of group experiences common conditions.”

A specific community may be determined to be “**Disadvantaged**” based on a combination of variables that may include, but are not limited to: “low income, high and/or persistent poverty; high unemployment and underemployment; racial and ethnic residential segregation, particularly where the segregation stems from discrimination by government entities; linguistic isolation; high housing cost burden and substandard housing; distressed neighborhoods; high transportation cost burden and/or low transportation access; disproportionate environmental stressor burden and high cumulative impacts; limited water and sanitation access and affordability; disproportionate impacts from climate change; high energy cost burden and low energy access; jobs lost through the energy transition; and access to healthcare.” In addition, geographic areas within Tribal jurisdictions are included in the definition.

### **How will an applicant know if a proposed project supports the Justice40 initiative?**

A project supports the Justice40 initiative if at least 40 percent of the project’s benefits will be delivered to one or more disadvantaged communities. Please note that “benefits” does not mean the same thing as

“funding.” Rather, an applicant should consider factors such as the people who currently, or are expected to, use and benefit from bus services, as well as the places those people live. The benefits of some proposed projects may be system-wide (such as maintenance and administrative facilities) while others are more targeted.

FTA is giving applicants the opportunity to determine what the benefits of a proposed project are and how best to measure them, as long as the applicant’s Supplemental Form includes the information requested in the FY 2021 Bus Program NOFO.

**What information should be included on the FY 2021 Bus Program Supplemental Form?**

The NOFO describes the elements that applicants should include on the Supplemental Form. From section (E.) *Application Review Information – (2.) Review and Selection Process*:

“If a project supports the Justice40 Initiative, the applicant should state the community definition used, including ridership demographic information relevant to the Justice40 definition of disadvantaged community, the variable(s) considered, and what immediate and long-term benefits will be provided by the project request. In support of the Justice40 Initiative, the applicant also should provide evidence of strategies that the applicant has used in the planning process to seek out and consider the needs of those traditionally disadvantaged and underserved by existing transportation systems, such as low-income and minority households. Examples should include, the number of meetings held, including a description of the audience of each meeting and documentation for how the input was considered for the proposed project.”

FTA is not recommending or favoring any one methodology over another as long as responses include the information requested in the NOFO.

**How can potential applicants find out more information about the FY 2021 Bus Program funding opportunity and Justice40?**

The [FTA Bus Program Webpage](#) includes links to the [FTA Bus NOFO](#) and other relevant information.