

Brief Overview of Differences Between FTA's FY22 Tribal Transit Competitive Program and FTA's FY22 Joint Low-No Emission & Bus Competitive NOFO

| | <u>Tribal Transit Competitive</u> | <u>Low-No & Bus Competitive</u> |
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| Available funding | \$8.75 million | Approximately \$1.7 billion |
| Due date | May 25, 2022 | May 31, 2022 |
| Informational Webinar | March 24, 2022 | March 30, 2022 for tribal and rural applicants; three other webinar dates listed here |
| Eligible Applicants | Federally recognized Indian tribes or Alaska Native villages, groups, or communities as identified by the U.S. Department of the Interior (DOI) Bureau of Indian Affairs (BIA): https://www.bia.gov/service/tribal-leaders-directory/federally-recognized-tribes | Indian tribes and other entities as described in the NOFO. |
| Eligible Projects | Public transportation planning, capital, and operating expenses. | <p>Low-No: 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).</p> <p>Buses & Bus Facilities: Eligible projects for the Buses and Bus Facilities Program include capital projects to replace, rehabilitate, purchase, or lease buses, vans, or related equipment; or to rehabilitate, purchase, construct, or lease bus-related facilities regardless of propulsion type or emissions. A single application may include both vehicle and facility components, along with associated equipment and workforce development activities.</p> |
| Local Financial Commitment | 0% | 10-20%, depending on project |

| Key Criteria Differences to Highlight for Potential Applicants to Both Programs | | |
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| | <u>Tribal Transit Competitive</u> | <u>Low-No & Bus Competitive</u> |
| Project Readiness (Tribal)/ Project Implementation Strategy (Bus/Low-No) | <p>The project readiness factor includes assessing whether the recipient can:</p> <ul style="list-style-type: none"> *Demonstrate that the project and project funds can be implemented and obligated quickly, if selected *Demonstrate the ability to carry out the proposed project successfully *Describe the implementation schedule for the project | <p>The same readiness factors apply. Additionally, FTA will rate projects higher if grant funds can be <u>obligated within 12 months of selection</u> and the project can be implemented within a reasonable time frame.</p> |
| Demonstration of Benefits | <p>FTA will rate proposals based on the quality and extent to which they discuss the following four factors:</p> <ul style="list-style-type: none"> *The project's ability to improve transit efficiency or increase ridership; *Whether the project will improve or maintain mobility or eliminate gaps in service for the Indian tribe; *Whether the project will improve or maintain access to important destinations and services; *Any other qualitative benefits, such as greater access to jobs, education, health care services, and environmental considerations. | <p>Low-No: FTA will consider the quality and extent to which applications demonstrate how the proposed project will reduce:</p> <ul style="list-style-type: none"> *Energy Consumption; * Harmful Emissions; * Direct Carbon Emissions <p>Buses & Bus Facilities: Applicants will be evaluated based on how well they describe how the proposed project will improve:</p> <ul style="list-style-type: none"> *The condition of the transit system and reliability of transit service for its riders; and *access and mobility within the service area, particularly for low-income or underserved communities and people with disabilities; such as shorter headways, new transportation choices, or eliminating gaps in the transportation network. |

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