

FY 2025 Notice of Funding Opportunity: Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program

Date Posted: MAY 14, 2025

Date Closed: JULY 14, 2025

Opportunity IDs: FTA-2025-008-TPM-LWNO and FTA-2025-007-TPM-BUS

Grant Program: [Low or No Emission Grant Program \(Low-No Program\)](#) and [Buses and Bus Facilities Competitive Program \(Bus Program\)](#)

Opportunity Announcement PDF: <https://www.govinfo.gov/content/pkg/FR-2025-05-15/pdf/2025-08571.pdf>

Opportunity Announcement TXT: <https://www.govinfo.gov/content/pkg/FR-2025-05-15/html/2025-08571.htm>

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1) Basic Information

The Federal Transit Administration (FTA) announces the opportunity to apply for \$1.1 billion in competitive grants for the fiscal year (FY) 2025 Low or No Emission Grant Program (Low-No Program) under Federal Assistance Listing Number 20.526 and approximately \$398 million in competitive grants for the FY 2025 Grants for Buses and Bus Facilities Program (Bus Program) under Federal Assistance Listing Number 20.526.

- This is an initial announcement for the FY 2025 round of these programs.
- FTA is publishing a joint NOFO because these two programs have overlapping eligibilities and must be implemented on the same timeline ([49 U.S.C. 5339](#)).
- As required by Federal public transportation law:
 - a. Low-No Program funds will be awarded competitively for the purchase or lease of buses that use low- or no-emission propulsion technologies, including related equipment or facilities.

- b. Bus Program funds will be awarded competitively to purchase, rehabilitate, or lease buses and related equipment, and to construct, purchase, rehabilitate, or lease bus-related facilities.
- c. Any zero-emission project or components of a zero-emission project must use 5 percent of Federal funds for workforce development, unless the applicant certifies less or no funding is needed for this purpose.
- Per statute, FTA will make selections for these programs within 75 days of the application due date.
- If more funding becomes available before projects are selected, FTA may award it under this NOFO.

Topic	Description
Prior Awards	<p>Low-No Program</p> <ul style="list-style-type: none"> • In FY 2024, the program received applications for 214 eligible projects requesting a total of \$4.7 billion. • 62 projects were funded to 61 recipients totaling \$1.1 billion. • Award sizes ranged from \$1,215,776 to \$99,499,531. <p>Bus Program</p> <ul style="list-style-type: none"> • In FY 2024, the program received applications for 263 eligible projects requesting a total of \$4.4 billion. • 55 projects were funded to 47 recipients totaling \$390 million. • Award sizes ranged from \$131,168 to \$26,880,000.
Dates	<ul style="list-style-type: none"> • Complete proposals must be submitted electronically through the Grants.gov Bus and Low-No pages' "APPLY" function by 11:59 pm Eastern time July 14, 2025.
Eligible Activities	<p>Low-No Program</p> <ul style="list-style-type: none"> • Eligible activities include capital projects to purchase or lease zero-emission or low-emission transit buses; and acquire, construct, rehabilitate, and lease required supporting facilities such as recharging, refueling, and maintenance facilities. <p>Bus Program</p> <ul style="list-style-type: none"> • Eligible activities include capital projects to purchase, lease, or rehabilitate buses and related equipment; and acquire, construct, lease, or rehabilitate bus-related facilities.
Application Instructions	<ul style="list-style-type: none"> • Instructions for applying can be found on FTA's website and in the "FIND" module of Grants.gov. • The Low-No Program funding opportunity ID is FTA-2025-008-TPM-LWNO.

	<ul style="list-style-type: none"> • The Bus Program funding opportunity ID is FTA-2025-007-TPM-BUS. • Mail and fax submissions will not be accepted.
For Further Information, Contact:	<ul style="list-style-type: none"> • Email Kirsten Wiard-Bauer, Office of Program Management, at FTALowNoBusNOFO@dot.gov.

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2) Eligibility

Topic	Description
Eligible Applicant Type	<p>Low-No Program</p> <ul style="list-style-type: none"> • Eligible recipients and subrecipients are designated recipients, states (including territories and Washington, D.C.), local government entities, and federally recognized Indian tribes. <p>Bus Program</p> <ul style="list-style-type: none"> • Eligible recipients are designated recipients, states (including territories and Washington, D.C.), local government entities, and federally recognized Indian tribes. Except for Indian tribes, eligible recipients must allocate funds to or operate fixed-route bus service. • Eligible subrecipients are all otherwise eligible recipients and private nonprofit organizations engaged in public transportation. Eligible subrecipients are not required to allocate funds to or operate fixed route bus service.
Additional Applicant Eligibility Requirements	<ul style="list-style-type: none"> • Applicants must have sufficient legal, financial, and technical capabilities to receive and administer Federal funds under this program. • Except for projects proposed by Indian tribes, all projects in rural areas (see 49 U.S.C. 5302(17)) must be submitted by a State either individually or as part of a consolidated State application. • States and other eligible applicants may also submit consolidated applications for projects in urbanized areas. The same project may not be submitted in multiple applications.

<p>Eligible Projects</p>	<p>Low-No Program</p> <ul style="list-style-type: none"> • Purchasing or leasing low-emission buses (See 49 U.S.C. 5339(c)(1)(E)), which include, but are not limited to: <ul style="list-style-type: none"> ○ Propane buses ○ CNG buses ○ Hybrid-electric buses • Purchasing or leasing zero-emission buses, which include, but are not limited to: <ul style="list-style-type: none"> ○ Hydrogen fuel-cell buses ○ Battery-electric buses ○ Rubber tire trolley buses powered by overhead catenaries • Acquiring low- or zero-emission buses with a leased power source. • Leasing, constructing, or rehabilitating public transportation facilities and related equipment to accommodate low- or zero-emission buses. <p>Bus Program</p> <ul style="list-style-type: none"> • Purchasing, leasing, or rehabilitating buses regardless of propulsion type or emissions. • Purchasing, leasing, rehabilitating, or constructing bus-related facilities and equipment, regardless of propulsion type or emissions. <p>Both Programs</p> <ul style="list-style-type: none"> • For low- and standard-emission projects, 0.5% of the Federal request may optionally be used for workforce development training (See 49 U.S.C. 5314(b)) and an additional 0.5% may optionally be used for training at the National Transit Institute (NTI) (See 49 U.S.C. 5314(c)). • 5% of the Federal request for zero-emission projects, or 5% of just the Federal request associated with the part of a project that is zero emission (zero-emission components) when the project contains both zero-emission and low- or standard propulsion types, must be used for workforce development. <ul style="list-style-type: none"> ○ This is mandatory unless you certify in your application that less funding is needed to carry out your Zero-Emission Fleet Transition Plan. You must include an explanation of why less or no such funds are needed. ○ These amounts should be budgeted in addition to, not as a take-down from, other eligible project expenses. <ul style="list-style-type: none"> ▪ For example, if you include a Federal request of \$3,000,000 for zero-emission vehicles and
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	<p>associated equipment, you should include an additional Federal request of \$157,895 in the budget for workforce development expenses for a total Federal request of \$3,157,895. (To calculate = \$3,000,000/0.95)</p> <ul style="list-style-type: none"> ▪ Local match must be adjusted accordingly, so that the Federal amount does not exceed the maximum Federal share (see below). ○ You must identify the proposed use of funds for these activities in the project proposal and identify them separately in the project budget. ○ Eligible workforce development activities include but are not limited to: retraining the existing workforce, registered apprenticeships, and other joint labor-management training programs. Activities should be outlined in your Zero-Emission Fleet Transition Plan. <ul style="list-style-type: none"> • Projects may include incidental costs, such as administration expenses, if the project includes and results in an eligible capital asset being leased, purchased, or built.
Additional Project Eligibility Information	<ul style="list-style-type: none"> • The development or deployment of prototype vehicles is not eligible. • All new transit bus models must successfully complete FTA bus testing in accordance with FTA's Bus Testing regulation (See 49 CFR part 665). • All buses must be procured from certified transit vehicle manufacturers in accordance with the Disadvantaged Business Enterprise (DBE) regulations (See 49 CFR part 26). • Proposals may contain projects to be implemented by the recipient or its subrecipients. • If a single project proposal involves multiple public transportation providers, such as when an agency acquires vehicles that will be operated by another agency, the proposal must include a statement detailing the role of each agency.
Cost Sharing	<ul style="list-style-type: none"> • In general, the maximum Federal share is 80%. There are two exceptions (See 49 U.S.C. 5323(i)): <ul style="list-style-type: none"> ○ The Federal share is 85% for transit buses that are compliant with the Clean Air Act or are accessible to people with disabilities. ○ The Federal share is 90% for equipment and components of facilities related to low- or zero-emission buses or are to make the facility accessible to people with disabilities. Applicants must itemize

	<p>the cost of specific, discrete, equipment or facility components that perform these functions to be eligible for this higher Federal share.</p> <ul style="list-style-type: none"> • More information about eligible sources of local match can be found in FTA Circular 9050.1A (urban applicants) and FTA Circular 9040.1H (rural applicants).
Other	<p>Low-No Program</p> <ul style="list-style-type: none"> • A minimum of 25% of awarded funds will go to low-emission projects that are not zero emission (see 49 U.S.C. 5339(c)(5)). <p>Bus Program</p> <ul style="list-style-type: none"> • A minimum of 15% of awarded funds will go to projects located in rural areas (see 49 U.S.C. 5339(b)(5)). • No single grant recipient will be awarded more than 10% of the amount made available (see 49 U.S.C. 5339(b)(8)). <p>Both Programs</p> <ul style="list-style-type: none"> • You may submit a project to both programs or to just one program. You are encouraged to submit projects under both programs when practicable. A project submitted to both programs must be eligible in its entirety under both programs, which means: <ul style="list-style-type: none"> ○ All buses must be low- or zero-emission and all facilities and equipment must directly support low- or zero-emission buses. ○ The full request or scalable amount must be no more than 10% of the funding available under the Bus Program. • If a project submitted under both programs is selected for funding, FTA will decide under which program the project is awarded. • If there are not enough eligible requests for either program's statutory set-aside and there are eligible applications submitted only to the other program, FTA may request additional information and consider the application under the other program. • FTA may cap the amount a single recipient or State may receive as part of the selection process for either program.

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3) Program Descriptions

Purpose, Program Goals and Objectives, and Legislative Authority

- This is a joint NOFO that announces the availability of FY 2025 funding for both the Low-No Program and the Bus Program.
- [49 U.S.C. 5339\(c\)](#) authorizes FTA to competitively award Low-No Program grants to State (including territories and Washington, D.C.), local, and tribal governments for capital projects to purchase or lease zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities.
- [49 U.S.C. 5339\(b\)](#) authorizes FTA to competitively award Bus Program grants to State (including territories and Washington, D.C.), local, and tribal governments that operate fixed-route bus services for capital projects to replace, rehabilitate, purchase, or lease buses and related equipment, or to rehabilitate, purchase, construct, or lease bus-related facilities.
- The Low-No Program and Bus Program goals are to enhance safety and renew our transit systems through the deployment of modern buses and associated equipment and facilities. The objective is to maximize benefits for families and communities by increasing access to jobs, healthcare facilities, recreational activities, and commercial activity.

Allowable and Unallowable Costs

- There is no minimum grant award amount.
- The maximum award amount under the Bus Program is 10% of the total available amount. There is no maximum award amount under the Low-No Program.
- Projects may be awarded less than the amount applied for.
- Refer to the table in Section 2, [Eligibility](#), for information on activities that are allowable in these grant programs.
- Allowable direct and indirect expenses must be consistent with the Government-wide Uniform Administrative Requirements and Cost Principles ([2 CFR 200](#)) and the guidance in [FTA Circular 5010.1F](#).

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4) Application Contents and Format

A complete proposal submission consists of two forms and any supporting attachments:

1) SF-424 Application for Federal Assistance
<ul style="list-style-type: none">• Available at the Grants.gov Bus and Low-No pages• You must complete all sections of the SF-424 unless the form states a section is optional.
2) Supplemental Form for the FY 2025 Low-No and Bus Programs
<ul style="list-style-type: none">• Available at the Grants.gov Bus and Low-No pages or the FTA website.• You must attach the Supplemental Form and any supporting documents to the “Attachments” section of the SF-424.<ul style="list-style-type: none">○ If you are applying for a zero-emission project, you must attach the Zero-Emission Fleet Transition Plan.○ You must describe and reference supporting documentation by file name in the Supplemental Form, or FTA may not review it.• FTA will use the information entered into the Supplemental Form to evaluate the project and determine whether or not the proposal will be funded according to the selection criteria described in Section 6 (Application Review Information) below.• You must complete all sections of the Supplemental Form unless the form states a section is optional.• You will use the same Supplemental Form to apply to either program or both programs.• If you are applying to both programs, you must submit the materials twice, once through each of the GRANTS.GOV opportunity IDs listed for the programs.• Failure to submit the information as requested can delay review or disqualify the application.

Information required on the SF-424 and Supplemental Form, as indicated on each form, includes:

Topic	Description
Name	Name of Agency applying for funding.
UEI	Unique Entity ID (UEI) assigned by SAM.gov .
Contact	Contact information, including contact name, title, address, phone number, and email address.
District	Congressional district(s) where project will take place.

The Supplemental Form also requires the following information:

Topic	Description
Description of Transit Service Provided and Area Served	Describe the transit service and coverage area.
Project Title	A brief descriptive title of the project.
Project Executive Summary	A short paragraph describing the proposed project.
Project Type	Select project type (e.g., vehicle, facility, and/or equipment) and propulsion type (e.g., zero, low, or standard emission).
Evaluation Review Criteria	The form includes text boxes for you to address each of the evaluation review criteria identified in Section 6 (Application Review Information).

Additional details about how to fill out the SF-424 and Supplemental Form are available at the Grants.gov [Bus](#) and [Low-No](#) pages.

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5) Submission Requirements and Deadlines

How to Obtain Forms

- Visit Grants.gov [Bus](#) and [Low-No](#) pages.
- The Supplemental Form is also available [here](#) and on Grants.Gov.

Application Deadline and How to Submit

Submission Requirements

Project proposals must be submitted through Grants.gov by 11:59 p.m. Eastern time on July 14, 2025.

- Proposals submitted after the deadline will only be considered under extraordinary circumstances not under the applicant's control.
- Applications are time and date stamped by [Grants.gov](#) upon successful submission.
- Mail and fax submissions will not be accepted.

Submission Confirmation

Within 48 hours after submitting an electronic application, you should receive an email confirmation message from [Grants.gov](#) that the application has been received by [Grants.gov](#) and sent to the "receiving agency". FTA is the receiving agency for this NOFO.

- If you receive a rejection email from Grants.gov or FTA indicating the application is incomplete, then you must fix the application and resubmit it before the submission deadline. FTA's rejection email will come from the email address "noreplyFACES".
- To avoid processing errors when re-submitting, you must include all original attachments (even if only some of them were updated) and you must check the resubmission box on the updated Supplemental Form.

Submission Tips

- Register on the [Grants.gov](https://www.grants.gov) website well before the application deadline. [Grants.gov](https://www.grants.gov) registration is a multi-step process that may take several weeks to complete.
- If you have already registered in [Grants.gov](https://www.grants.gov), you may still need to update your registration before you can apply.
- FTA strongly recommends you submit your proposal at least 72 hours before the due date. This allows time to correct any submission problems.
- Our system cannot accept Supplemental Forms that are: 1) scanned, a "print" to PDF, or a converted version using another text editor, etc.; or 2) from prior years. Use this year's form and fill it out on your computer.
- You can find more information on how to navigate [Grants.gov](https://www.grants.gov) on [DOT Navigator](https://www.dot.gov).

Unique Entity Identifier and System for Award Management (SAM)

You are required to:

1. Be registered in SAM before submitting an application;
2. Provide a valid unique entity identifier in its application; and
3. Continue to maintain an active SAM registration with current information at all times when you are applying for a grant or have an active grant from a Federal Agency.

SAM Tips

- SAM registration usually takes about 3-5 business days.
- However, FTA recommends allowing several weeks for the registration process because there could be unexpected delays (such as needing to get an Employer Identification Number).
- For additional information on obtaining a unique entity identifier, please visit [SAM.gov](https://www.sam.gov).

Intergovernmental Review

This program is not subject to Executive Order 12372, "[Intergovernmental Review of Federal Programs](#)".

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6) Application Review Information

Responsiveness Review

FTA will reject any applications from ineligible applicants or for ineligible projects. Also see Section 2, [Eligibility](#), above.

Review Criteria

FTA will evaluate applications using the criteria below.

- Projects will be rated based on the information provided in the Supplemental Form. Additional information may also be provided as attachments to support the responses in the Supplemental Form.
- Any additional documentation must be directly referenced on the Supplemental Form, including the file name and page number where the additional information can be found.
- Indian tribes requesting less than \$1 million in Federal funds only need to provide complete narrative responses to the Demonstration of Need and Local Financial Commitment criteria. They must also provide a partial response to the Project Implementation Strategy criterion, consisting of a project timeline and (if applicable) a discussion of their proposed partner's qualifications.
- All applicants proposing a zero-emission project, including tribes requesting less than \$1 million, are required by law to submit a Zero-Emission Fleet Transition Plan.

Evaluation Criteria	To address each criterion, you should:
Demonstration of Need	Vehicle Projects <ul style="list-style-type: none">• For replacement requests: Describe the age, condition, and performance of the vehicles the project would replace. Replaced vehicles must have met their minimum useful life at the time of project completion.• For fleet expansion requests: Describe the service expansion and how it benefits transit riders and the community.• Address how the project conforms to FTA's spare ratio guidelines. If you are adding zero-emission vehicles to your fleet, you may move vehicles that have met their minimum useful life to your contingency fleet. Contingency fleets are not included in the spare ratio calculation.• If you need to exceed the spare ratio for a temporary period, work with your FTA Regional Office to determine what flexibilities may be available to you. Include reference to any Regional Office guidance in your application.

	<p>Facility and Equipment Projects</p> <ul style="list-style-type: none"> • For replacement or rehabilitation requests: Describe the age and condition of the existing asset relative to its minimum useful life. • For expansion requests: Describe the new or expanded facility or equipment and how it benefits transit riders and the community.
Demonstration of Benefits	<p>Low-No Program</p> <ul style="list-style-type: none"> • Describe how the project will support the program’s statutory objectives to: <ul style="list-style-type: none"> ○ Reduce energy consumption, ○ Reduce harmful emissions, and ○ Reduce direct carbon emissions. • Describe reductions compared to standard buses and facilities or other low or no emission buses and facilities (see 49 U.S.C. 5339(c)(5)(A)). <p>Bus Program</p> <ul style="list-style-type: none"> • Describe how the project will support the program’s goals to: <ul style="list-style-type: none"> ○ Improve or modernize system condition. Describe benefits such as: <ul style="list-style-type: none"> ▪ Reduced breakdowns and service interruptions, ▪ Increased service performance; or ▪ Reduced maintenance costs. ○ Improve safety. Describe benefits such as: <ul style="list-style-type: none"> ▪ Reduced frequency of safety events; or ▪ Improved outcomes of safety events. ○ Enhance access and mobility. Describe benefits such as: <ul style="list-style-type: none"> ▪ Improved headways and reliability; ▪ Creation of new transportation choices; or ▪ Elimination of gaps in the current route network. • For each benefit your project would provide, include relevant documentation such as vehicle or facility age and condition, safety event outcomes, or route planning proposals showing ridership demand or indicators like area population density, and existing and planned affordable housing in the corridor. <p>Both Programs</p> <ul style="list-style-type: none"> • If you apply to both programs, you must address the requirements of both programs as described above.

Planning and Local or Regional Prioritization	<ul style="list-style-type: none"> • Describe how the project is consistent with local and regional long-range planning documents and local government priorities. You may support your application by: <ul style="list-style-type: none"> ○ Submitting copies of relevant planning document pages; ○ Submitting letters of support for the project from local government officials, public agencies, or non-profit or private sector supporters; or ○ Demonstrating how the proposed project will address local and regional planning priorities by improving overall system performance, asset management performance, or other specific performance measures that you track and monitor. • If you request zero-emission vehicles, or facilities and equipment that directly support zero-emission vehicles, you are required by law to submit a Zero-Emission Fleet Transition Plan (See 49 U.S.C. 5339(c)(3)(D)). This includes tribes that are requesting less than \$1 million. <ul style="list-style-type: none"> ○ The plan must be a separate document from other local or regional planning documents and must include all six plan components defined in statute. ○ FTA has developed resources for applicants regarding the development of this plan. Plans do not need to be complex and should be tailored as needed. ○ State departments of transportation may provide a plan that covers multiple subrecipients, attach individual plans developed by each subrecipient, or a combination of both.
Local Financial Commitment	<ul style="list-style-type: none"> • Identify the amount and source of the local cost share. Describe if local funds are currently available for the project or will need to be secured after the project is selected for funding. • Submit evidence of local funds commitment and when the funds will be available. For example, include a board resolution, letter of financial support from the State, or a budget document highlighting the line item or section committing funds to the proposed project. • Identify other Federal funds you are applying for or have been awarded, if any, that you intend to use for the project. • FTA will favorably view projects that use grant funds only for the incremental cost of new technologies over the cost of replacing vehicles with standard propulsion technologies. • If the project is scalable, include the minimum funding amount required for a viable project and explain how a reduced award would affect the project.

Project Implementation Strategy	<ul style="list-style-type: none"> • Include a detailed and reasonable implementation schedule that includes: <ul style="list-style-type: none"> ○ Grant obligation. FTA will rate projects higher if the grant can be obligated within 12 months of the project selection announcement. ○ Design. Note any already completed design work that will allow for quicker implementation. ○ Procurement and construction phases. ○ Metropolitan Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) amendments to include the proposed project. ○ Environmental review. Note if the project qualifies for a Categorical Exclusion under the National Environmental Policy Act (NEPA). • If the project requires formal coordination, approvals, or permits, you must demonstrate coordination and support with other agencies and project partners, such as through letters of support. • If a low- or zero-emission project is submitted under both programs or just the Low-No Program, you may include named partnerships with other entities. If naming a project partner, describe the experience, capacity, and qualifications of the named partner to successfully implement the project. <ul style="list-style-type: none"> ○ These entities may include, but are not limited to, specific vehicle manufacturers, equipment vendors, owners or operators of related facilities, and project consultants. ○ If selected for funding, projects with named partnerships will satisfy the requirement for a competitive procurement under 49 U.S.C. 5325(a) for the named entities. ○ Any partnership changes will require FTA written approval, must be consistent with the scope of the project, and may necessitate a competitive procurement (see 49 U.S.C. 5339(b)(10), (c)(8)). ○ Entities not named in the application must be selected through standard competitive procurement processes.
Technical, Legal, and Financial Capacity	<ul style="list-style-type: none"> • Describe your technical, legal, and financial capacity to undertake the project. • Explain your ability to carry out the proposed project successfully (for example, adequate staffing levels or similar projects that have been carried out successfully). • Explain if you have any outstanding legal, technical, or financial compliance issues from an FTA compliance review or

	FTA grant-related Single Audit finding. As relevant, explain how corrective actions will mitigate negative impacts on the proposed project.
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Review and Selection Process

An evaluation committee will rate applications based on how well they respond to the evaluation criteria above. FTA may contact you for additional information or clarification about your application. Applications will be rated as Highly Recommended, Recommended, or Not Recommended. After considering the findings of the evaluation committee, the FTA Administrator will determine the final selection and amount of funding for each project.

As part of the selection process, the Administrator may also consider:

- Geographic diversity;
- Diversity in the size of the transit systems receiving funding;
- Propulsion types receiving funding;
- Whether an applicant is from an urban, small urban, or rural area or is a tribal government; and
- If the applicant has received other Federal transit funds and the management of those funds.

Within the Low-No Program, FTA intends to prioritize low-emission projects over zero-emission projects, to the maximum extent permitted by law.

The Department also intends to apply principles from [DOT Order 2100.7, Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities](#) when evaluating applications and making award selections. To the maximum extent permitted by law, FTA will prioritize projects that are in alignment with the principles outlined in DOT Order 2100.7.

Additional considerations include the following and should be addressed in the Supplemental Form:

Topic	Description
Opportunity Zone	<p>To receive credit, you must:</p> <ul style="list-style-type: none"> • Identify whether the project is located in or supports public transportation service in one or more qualified opportunity zones designated pursuant to 26 U.S.C. 1400Z-1; • Identify the Census Tract Numbers of the opportunity zones at the time of designation (Internal Revenue Service (IRS) Notice 2018-48). The 2020 Census did not impact the boundaries of opportunity zones. More information and a link to a map of Opportunity Zones can be found on the IRS Opportunity Zone website; and

	<ul style="list-style-type: none"> Describe how the proposed project will impact the opportunity zones.
Cost-Effective Vehicle Procurements	<p>For vehicle projects only. To receive credit, you must:</p> <ul style="list-style-type: none"> Commit to procuring vehicles from a state schedule without selecting customization options; or Commit to participating in a joint procurement with at least three total transit agencies using a common specification; or For low- or zero-emission projects that identify a partnership with a vehicle manufacturer, commit to buying a standard vehicle model without customizations. Include a letter from the manufacturer that confirms this.
Strengthen U.S. Vehicle Manufacturing Industry	<p>For vehicle projects only. To receive credit, you must:</p> <ul style="list-style-type: none"> Commit to using advance payments or progress payments; and Describe how contracting terms will expedite payments to vehicle original equipment manufacturers.
Benefits for Families and Communities	<p>To receive credit, you must:</p> <ul style="list-style-type: none"> Describe how the project will improve the accessibility of transportation to families with young children, to include improved access to jobs, healthcare facilities, recreational activities, and commercial activity. Describe how the project will improve the quality of life, raise the standard of living, or enable fuller participation in the economy by families.
Buy America	<p>To receive credit, you must:</p> <ul style="list-style-type: none"> Assure that your project will not request a waiver of any domestic preference requirement. FTA's Buy America (49 U.S.C. 5323(j)) and the Build America, Buy America Act (Pub. L. 117-58, §§ 70901 – 70927) require all steel, iron, manufactured products, and construction materials used in a project to be produced in the United States, unless a waiver applies. If your project will require a waiver under 49 U.S.C. 5323(j)(2)(A)-(B), or (D) (other than waivers the U.S. Department of Transportation or FTA already have provided), identify in your application the items that will need a waiver. You should not anticipate waivers will be granted. Applications for projects that require waivers will receive lower priority than applications that do not require waivers.

FTA intends to fund as many projects as possible. Applicants may receive less than the amount originally requested. In those cases, applicants must show that the proposed project or subset of proposed activities can still be completed with the amount awarded.

Risk Review

- FTA analyzes risk for all recipients through the Financial Commitment and Capacity Evaluation criterion described above.
- Before making a Federal award with a total amount of Federal share greater than the simplified acquisition threshold, FTA must review and consider any information about the applicant that is in the Responsibility/Qualification records available in [SAM.gov](#) (see [41 U.S.C. 2313](#)).
- You can review and comment on any information in the Responsibility/Qualification records available in [SAM.gov](#).
- Before making decisions in the risk review required by [2 CFR 200.206](#), FTA will consider any comments by the applicant, along with information available in the Responsibility/Qualification records in [SAM.gov](#).

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7) Award Notices

How Project Selections Are Announced

FTA will publish a list of the selected projects, including Federal dollar amounts, award recipients, and discretionary IDs associated with the projects, on the [Low-No Program](#) and [Bus Program](#) websites and in the Federal Register.

- Discretionary IDs are used to track competitive awards in FTA's grant management system.
- FTA does not notify unsuccessful applicants separately. If you are unsuccessful, you may request an application debrief within a certain timeframe after project selections are posted. See the Implementation Guidance document that will be published on FTA's website after selections are announced for details.

Pre-Award Costs

If you are selected for an award, FTA authorizes you to incur costs for project expenses beginning after your selection is announced, but before a grant award is formally executed in FTA's Transit Award Management System (TrAMS). These are called "pre-award" costs.

- Pre-award costs are incurred at the recipient's own risk and Federal requirements must be met for future reimbursement.
- Project costs incurred before project selections are announced are not eligible for reimbursement.
- Funds must be used only for the specific purposes requested in the application and described in the resulting award.
- Applicants are encouraged to discuss use of pre-award authority with their FTA Regional Office.

For more information about FTA's policy on pre-award authority, please see the most recent [Apportionment Notice](#).

How Funds Are Obligated

If selected, you will apply for a grant through TrAMS. The appropriate FTA Regional Office will award the grant in TrAMS, obligating the funds.

Applicant Certification

The applicant assures and certifies, with respect to any application and awarded Project under this NOFO, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds and will cooperate with Federal officials in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in and the enforcement of Federal immigration law.

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8) Post-Award Requirements and Administration

Administrative and National Policy Requirements

- Except as otherwise provided in this NOFO, Low-No Program and Bus Program grants are subject to the requirements of [49 U.S.C. 5339](#) and the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards at [2 CFR part 200](#).
- Recipients of funding in urban areas are subject to the grant requirements of the Urbanized Area Formula Grants program ([49 U.S.C. 5307](#)). For guidance on these requirements, refer to FTA Circular “Urbanized Areas Formula Grant Programs Guidance” ([FTA Circular 9050.1A](#)).
- Recipients of funding in rural areas are subject to the grant requirements of the Formula Grants for Rural Areas Program ([49 U.S.C. 5311](#)). For guidance on these requirements, refer to FTA Circular “Formula Grants for Rural Areas: Program Guidance and Application Instructions” ([FTA Circular 9040.1H](#)).
- All recipients must follow applicable award management requirements. For guidance on these requirements refer to FTA Circular, “[Award Management Requirements](#)” ([FTA Circular 5010.1F](#)).
- Awards will incorporate by reference the terms of [FTA’s most recent Master Agreement](#).
- As a condition of award, a recipient must have completed FTA’s most recent [Certifications and Assurances](#).
 - Applicants for the Bus Program are encouraged to utilize the innovative procurement practices found in [Section 3019 of the Fixing America’s Surface Transportation Act](#) ([49 U.S.C. 5325, note](#)). If selected for funding, any project that purchases fewer than five buses through a standalone procurement must provide a written explanation why the tools authorized under Section 3019 were not utilized.

Reporting Requirements

Post-award reporting requirements include submitting Federal Financial Reports (FFR) and Milestone Progress Reports (MPR) in TrAMS, and FTA's National Transit Database (NTD) reporting (see [FTA Circular 9050.1A](#) and [FTA Circular 9040.1H](#)). Applicants should include any goals, targets, and indicators referenced in their application for the project in the Executive Summary of the TrAMS application.

As part of completing the annual Certifications and Assurances required of FTA grant recipients, a successful applicant must report on the suspension or debarment status of its organization and principals. If a recipient's active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceed \$10,000,000 for any period of time during the period of performance of an award made pursuant to this Notice, the recipient must ensure the information available in the responsibility/qualification records through the System for Award Management ([SAM.gov](#)), about civil, criminal, or administrative proceedings is current and complete. This requirement is in addition to the requirement that an applicant maintain an active SAM registration.

For more information on these reporting requirements, please see [2 CFR Part 200, Appendix XII](#)).

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