



Infrastructure Investment and Jobs Act

Public Transit Projects

October 2023



KeyBanc Capital Markets Disclosure

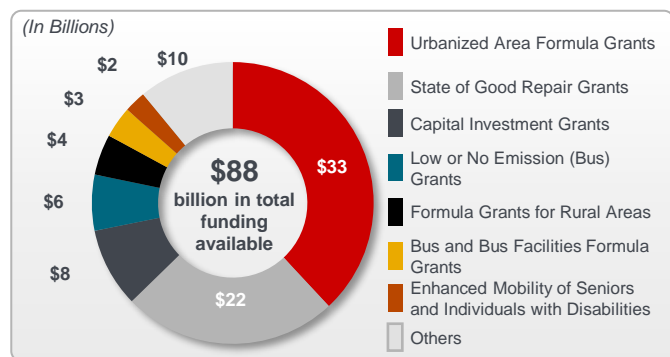
KeyBanc Capital Markets is a trade name under which corporate and investment banking products and services of KeyCorp and its subsidiaries, KeyBanc Capital Markets Inc., Member FINRA/SIPC, and KeyBank National Association (“KeyBank N.A.”), are marketed. Securities products and services are offered by KeyBanc Capital Markets Inc. and its licensed securities representatives, who may also be employees of KeyBank N.A. Banking products and services are offered by KeyBank N.A.

This report was not issued by our research department. The information contained in this report has been obtained from sources deemed to be reliable but is not represented to be complete, and it should not be relied upon as such. This report does not purport to be a complete analysis of any security, issuer, or industry and is not an offer or a solicitation of an offer to buy or sell any securities. This report is prepared for general information purposes only and does not consider the specific investment objectives, financial situation and particular needs of any individual person or entity.

KeyBanc Capital Markets Inc. is not acting as a municipal advisor or fiduciary and any opinions, views or information herein is not intended to be, and should not be construed as, advice within the meaning of Section 15B of the Securities Exchange Act of 1934.

Public Transit Projects Funding – Existing Programs

Public Transit Projects Funding Dollars



Upcoming P3 Opportunities



MTA NYC Subways Upgrade P3

Project involves design, build, finance and maintain the 13 New York City subway station upgrades, which will include new elevators, path-of-travel improvements and associated state of good pair work



Miami-Dade Bus Terminal DBF P3

The Miami-Dade County is considering a public-private partnership to redevelop Miami's bus terminal. The overall project consists of the repositioning of key sites in Miami's approximately 28-acre government center



Minnesota Highway 36 Corridor Bus Rapid Transit System

Project involves the development of a bus transit system project located in Minnesota along a 27-mile stretch of the Highway 36 corridor. The bus rapid transit system extends 27 miles between the Stillwater, Oak Park Heights and Bayport and Downtown Minneapolis

Public Transit Projects - Funding Mechanisms

Urbanized Area Formula Grants	<ul style="list-style-type: none"> Makes federal resources available to urbanized areas, to governors for transit capital and operating assistance in urbanized areas, and for transportation-related planning
State of Good Repair Grants	<ul style="list-style-type: none"> To assist in funding capital projects for existing fixed guideway systems (including rail, bus rapid transit and passenger ferries) and high intensity motorbus systems (buses operating in high-occupancy vehicle lanes)
Capital Investment Grants	<ul style="list-style-type: none"> Provides funds to states by formula for bridge replacement, rehabilitation, preservation, protection or construction projects on public roads
Low or No Emission (Bus) Grants	<ul style="list-style-type: none"> Provides capital funding to replace, rehabilitate, purchase or lease buses and bus related equipment and to rehabilitate, purchase, construct or lease bus-related facilities
Formula Grants for Rural Areas	<ul style="list-style-type: none"> Provides funding for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency and reliability of the movement of freight and people in and across rural and urban areas
Bus and Bus Facilities Formula Grants	<ul style="list-style-type: none"> To provide capital funding to replace, rehabilitate, purchase or lease buses and bus related equipment and to rehabilitate, purchase, construct or lease bus-related facilities

Public Transit Funding – Existing and New Programs

Public Transit Projects - Funding Mechanisms

Enhanced Mobility of Seniors and Individuals with Disabilities	<ul style="list-style-type: none"> To provide financial assistance in meeting the transportation needs of seniors and individuals with disabilities where public transportation services are unavailable, insufficient or inappropriate
Bus and Bus Facilities Competitive Grants	<ul style="list-style-type: none"> To provide capital funding to replace, rehabilitate, purchase or lease buses and bus related equipment and to rehabilitate, purchase, construct or lease bus-related facilities
All Stations Accessibility Program	<ul style="list-style-type: none"> Provides capital funding to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs
Public Transportation on Indian Reservations Formula	<ul style="list-style-type: none"> Provides direct funding to federally recognized Indian tribes for public transportation service on and around Indian reservations or Tribal land in rural areas
Appalachian Development Public Transportation Assistance Program	<ul style="list-style-type: none"> Provides funding to states in the Appalachian region to support the provision of public transit services in rural areas
Pilot Program for Transit Oriented Development	<ul style="list-style-type: none"> To support Federal Transit Administration’s mission of improving public transportation for the U.S. communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment
Public Transportation on Indian Reservations Competitive	<ul style="list-style-type: none"> Provides direct funding to federally recognized Indian tribes to provide public transportation service on and around Indian reservations or Tribal land in rural areas
Ferry Service for Rural Communities	<ul style="list-style-type: none"> To make federal resources available to states to ensure basic essential ferry service is provided to rural areas
Rail Vehicle Replacement Grants	<ul style="list-style-type: none"> Consists of capital projects for the replacement of rail rolling stock
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants	<ul style="list-style-type: none"> Provides supplemental funding grants to rural, midsized and large communities to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety

Urbanized Area Formula Grants

Key Facts

Funding Type:

Existing Program

Funding Pool:

\$33 billion

Period of Availability:

Four Years

Funding Mechanism:

Year of allocation plus five years

Administering Entity:

Federal Transit Administration
(Department of Transportation)

Federal Share:

80% for capital expenditure project, 90% for the cost of project in compliance with the Americans with Disabilities Act and the Clean Air Act, 50% of the net project cost of operating assistance

Funding Objective

- To make federal resources available to urbanized areas, to governors for transit capital and operating assistance in urbanized areas, and for transportation-related planning
- To provide funds to states for state safety oversight activity

Use of Funds

- Planning, engineering, design and evaluation of transit projects and other technical transportation-related studies
- Capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses
- Capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications and computer hardware and software

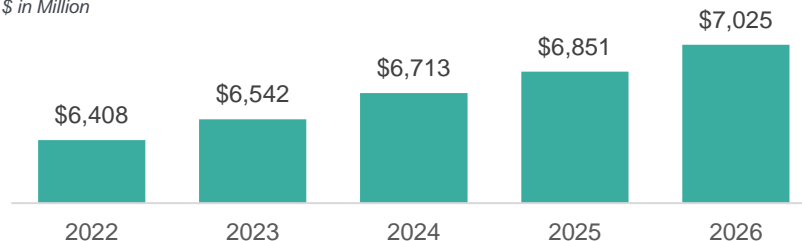
Eligible Recipients / Entities



States, counties, cities / townships, special districts, Tribal governments (federally recognized)

Funding by Year

\$ in Million



Milestone

Released funding to states for FY23 in Jan 2023

State of Good Repair Grants

Key Facts

Funding Type:

Existing Program

Funding Pool:

\$23 billion

Period of Availability:

Year of apportionment plus three years

Funding Mechanism:

Formula Grant

Administrating Entity:

Federal Transit Administration
(Department of Transportation)

Federal Share:

80%

Funding Objective

- To assist in funding capital projects for existing fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity motorbus systems (buses operating in high-occupancy vehicle lanes)
- To maintain public transportation systems in a state of good repair
- To ensure public transit operates safely, efficiently, reliably and sustainably so that communities can offer balanced transportation choices that helps to improve mobility, reduce congestion and encourage economic development

Use of Funds

- Funds are available for capital projects that maintain a fixed guideway or a high intensity motorbus system in a state of good repair, including projects to replace and rehabilitate rolling stock, track, line equipment and structures, signal and communications, power equipment and substations, passenger stations and terminals, security equipment and systems and maintenance facilities and equipment etc.

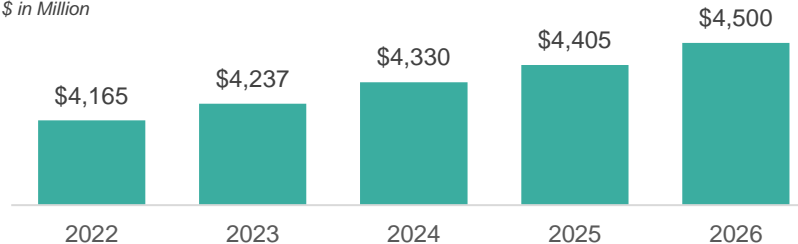
Eligible Recipients / Entities



Eligible recipients are state and local government authorities in UZAs with fixed guideway and high intensity motorbus systems in revenue service for at least seven years

Funding by Year

\$ in Million



Milestone

Released funding to states for FY23 in Jan 2023

Capital Investment Grants (1/3)

Key Facts

Funding Type:

Existing Program

Funding Pool:

\$8 billion

Period of Availability:

Year of allocation to project plus three years

Funding Mechanism:

Competitive Grant

Adminstrating Entity:

Federal Transit Administration (Department of Transportation)

Federal Share:

New Starts - 60%

Small Starts – 80%

Core Capacity – 80%

Funding Objective

- Provides funds to states by formula for bridge replacement, rehabilitation, preservation, protection or construction projects on public roads

Use of Funds

- New Starts and Small Starts: design and construction of new fixed-guideways or extensions to fixed guideways
- Small Starts: design and construction of corridor-based bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor and emulate the features of rail
- Core Capacity: design and construction of a corridor-based investment in an existing fixed guideway system that improves capacity not less than 10% in a corridor that is at capacity today or will be in 10 years

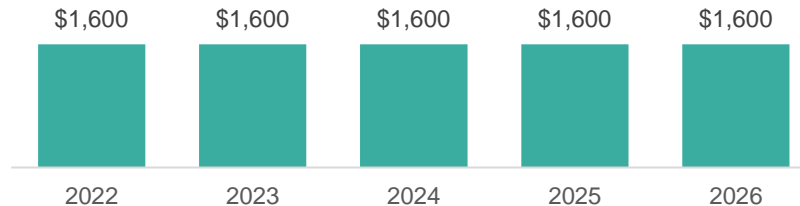
Eligible Recipients / Entities



All states and local government agencies, including transit agencies in the U.S.

Funding by Year

\$ in Million



Milestone

Released Initial Policy Guidance in January 2023

Capital Investment Grants - Proposed Projects (2/3)

State	Project Name	Project Sponsor	Project Cost (\$ in million)	CIG Funding Request (\$ in million)
Core Capacity	MA Green Line Transformation Program	MBTA	\$2,100	TBD
	UT FrontRunner Strategic Double Track Project	UDOT	\$967	\$671
	NY Canarsie Line Power Improvements	NYMTA	\$360	\$100
New Starts	NJ-NY NJ-NY Secaucus, Hudson Tunnels	GDC	\$15,649	\$6,880
	CA BART Silicon Valley Phase II	VTA	\$9,318	\$4,603
	WA West Seattle to Ballard Link Extension: SODO to Ballard	Sound Transit	\$9,000	TBD
	CA Transbay Downtown Rail Extension	Transbay JPA	\$8,255	\$4,078
	NY Second Avenue Subway Phase 2	NYMTA	\$7,699	\$3,405
	CA West Santa Ana Branch Transit Corridor	LACMTA	\$4,900-\$5,100	TBD
	IL Red Line Extension	CTA	\$3,948	\$1,974
	WA West Seattle to Ballard Link Extension: West Seattle to SODO	Sound Transit	\$3,200	TBD

State	Project Name	Project Sponsor	Project Cost (\$ in million)	CIG Funding Request (\$ in million)
New Starts	CA Valley Link Rail Project Phase 1	TVSJVRRRA	\$1,800	\$450
	WA Interstate Bridge Replacement Program	WSDOT	\$1,800	TBD
	TX University Corridor Bus Rapid Transit Project	METRO	\$2,226	\$1,336
	CA Inglewood Transit Connector Project	ITCJPA	\$2,019	\$1,211
	MN METRO Blue Line Extension (Bottineau LRT)	Met Council	\$1,536	\$753
	VA Richmond Highway BRT	Fairfax County	\$730	\$285
	FL Northeast Corridor Rapid Transit Project	DTPW	\$680	\$340
	SC Lowcountry Rapid Transit	BCDCOG	\$625	\$375
	TX Advanced Rapid Transit (ART) North-South Corridor	VIA	\$446	\$268
	MN METRO Purple Line BRT	Met Council	\$445	\$218
AZ Capitol Extension Project	Valley Metro	TBD	TBD	

Capital Investment Grants - Proposed Projects (3/3)

State	Project Name	Project Sponsor	Project Cost (\$ in million)	CIG Funding Request (\$ in million)
Small Starts	IN IndyGo Blue Line Rapid Transit	IndyGo	\$372	\$150
	OH West Broad Street BRT	COTA	\$340	\$150
	GA Clayton Southlake BRT	MARTA	\$338	\$150
	NV Maryland Parkway Bus Rapid Transit Project	RTC	\$334	\$150
	FL Broward Commuter Rail South	Broward County	\$317	\$150
	CA Downtown Streetcar	LADOT	\$296	\$100
	TX Advanced Rapid Transit (ART) East-West Corridor	VIA	\$289	\$143
	WA Center City Connector	SDOT	\$286	\$75
	FL East-West Corridor Rapid Transit Phase I Project	DTPW	\$281	\$93
	FL East-West Corridor Rapid Transit Phase I Project	DTPW	\$281	\$93
	GA Campbellton Community Investment Corridor BRT	MARTA	\$275	TBD
	NY Woodhaven Select Bus Service	NYDOT	\$259	\$97
	CO East Colfax Avenue BRT	RTD	\$255	\$127
	FL Tampa Streetcar Extension and Modernization	City of Tampa	\$235	\$100
	OH East Main Street BRT	COTA	\$220 - \$230	TBD
	TX METRO Rapid Gulfton Corridor Project	METRO	\$220	TBD
	WA Division Street Bus Rapid Transit Project	Spokane Transit	\$202	TBD
	WI Madison East-West BRT	City of Madison	\$194	\$111
	NC North-South BRT	Chapel Hill Transit	\$183	\$146
	NC Wake Bus Rapid Transit: Western Corridor	City of Raleigh	\$180	TBD
FL SunRail Connector to the Orlando International Airport	FDOT	\$175 - \$225	TBD	

State	Project Name	Project Sponsor	Project Cost (\$ in million)	CIG Funding Request (\$ in million)
Small Starts	NC Wake Bus Rapid Transit: Southern Corridor Project	City of Raleigh	\$174	\$86
	OH Reading Road Corridor BRT	SORTA	\$157	\$110
	WI Madison North-South BRT	City of Madison	\$151	\$118
	WI Milwaukee North-South BRT Corridor	Milwaukee County	\$148	TBD
	WA RapidRide I Line	King County Metro	\$146	\$67
	MN Link Rapid Transit Project	City of Rochester	\$143	\$85
	OH Hamilton Avenue Corridor BRT	SORTA	\$139	\$111
	WA RapidRide J Line	SDOT	\$129	\$64
	VA West End Transitway	City of Alexandria	\$119 - \$140	TBD
	AZ Tucson High-Capacity Transit Project	City of Tucson	\$117 - \$137	TBD
	CA Downtown Riverfront Streetcar	SacRT	\$117	\$59
	TN Memphis Innovation Corridor	MATA	\$112	\$74
	CO West Elizabeth Corridor	City of Fort Collins	\$111	\$72
	UT Midvalley Connector	UTA	\$103	\$63
	MD Veirs Mill Road BRT	MCDOT	\$102	TBD
	MN METRO F Line Bus Rapid Transit	Met Council	\$98	\$53
	WA RapidRide K Line	King County Metro	\$90	TBD
	CA SURF! Busway and Bus Rapid Transit Project	MST	\$66	\$22
	OH MetroHealth Line BRT	GCRTA	\$50	\$20
	AL University-Medical BRT	City of Huntsville	\$49	TBD

Low or No Emission (Bus) Grants (1/5)

Key Facts

Funding Type:

Existing Program

Funding Pool:

\$5 billion

Period of Availability:

Year of allocation plus three years

Funding Mechanism:

Grant

Adminstrating Entity:

Federal Transit Administration
(Department of Transportation)

Federal Share:

Cost of leasing or purchasing a transit bus up to 85%

Cost of leasing or acquiring low or no emission bus related equipment and facilities – 90%

Funding Objective

- To provide capital funding to replace, rehabilitate, purchase or lease buses and bus related equipment and to rehabilitate, purchase, construct or lease bus-related facilities
- To provide capital funding for low or no emissions bus projects

Use of Funds

- To assist in the financing of low or no emission buses, related equipment and bus facilities capital projects
- Recipients are permitted to use up to 0.5% of their requested grant award for workforce development activities eligible under federal public transportation law and an additional 0.5% for costs associated with training at the National Transit Institute

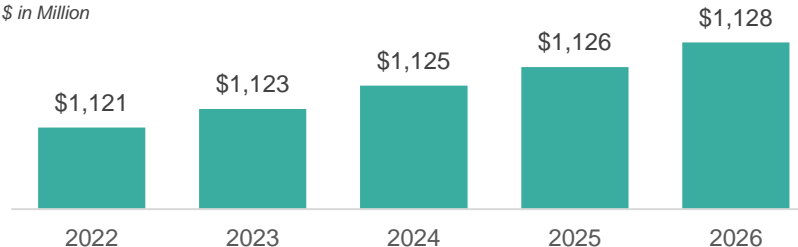
Eligible Recipients / Entities



States, counties, cities / townships, special districts, Tribal governments (federally recognized)

Funding by Year

\$ in Million



Milestone

Grants for FY23 awarded in June 2023

Low or No Emission (Bus) Grants– NOFO 2022 (2/5)

Overview

- In general, projects may include costs incidental to the acquisition of buses or to the construction of facilities, such as the costs of related workforce development and training activities, and project administration expenses
- FTA will award grants within 75 days after the date this solicitation expires from funds available for award at that time
- FTA may extend the application deadline, and may award additional funding that is made available to the programs prior to the announcement of project selections

Appropriation of Funds & Clauses

- Federal public transportation law authorizes \$1.1 billion in FY22 for the Low-No Program
 - The 2021 Bipartisan Infrastructure Law appropriated an additional \$1 billion for FY22 grants, for a total of \$1 billion for grants under the Low-No program
- Zero-emission projects will include costs for workforce development, unless the applicant certifies funds are not needed
- Minimum of 25% of the amount awarded under the Low-No Program will be awarded to low emission projects other than zero-emission vehicles and related facilities
- FTA will grant pre-award authority to incur costs for selected projects beginning on the date FY22 project selections are announced on FTA's website
- Funds are available for obligation for three fiscal years after the fiscal year in which the competitive awards are announced
- Funds are available only for eligible costs incurred after announcement of project selections
- Recipients of funding in urban areas are subject to the grant requirements of the urbanized area formula grants program
- Recipients of funding in rural areas are subject to the grant requirements of the Formula Grants for Rural Areas Program

Key Program Requirements

Eligible projects include in an eligible area for:

- Purchasing or leasing low or no emission buses
- Acquiring low or no emission buses with a leased power source
- Constructing or leasing facilities and related equipment for low or no emission buses
- Constructing new public transportation facilities to accommodate low or no emission buses
- Rehabilitating or improving existing public transportation facilities to accommodate low or no emission buses
- For applicants proposing projects related to zero-emission vehicles, 5% of the requested federal award must be used for workforce development

Funding restrictions:

- Funds cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to FTA award of a grant agreement until FTA has issued pre-award authority for selected projects
- FTA will issue pre-award authority to incur costs for selected projects beginning on the date that project selections are announced
 - FTA does not provide pre-award authority for competitive funds until projects are selected, and even then, there are federal requirements that must be met before costs are incurred
- Allowable direct and indirect expenses must be consistent with the government wide uniform administrative requirements and cost principles
- Funds may not be used to support or oppose union organizing

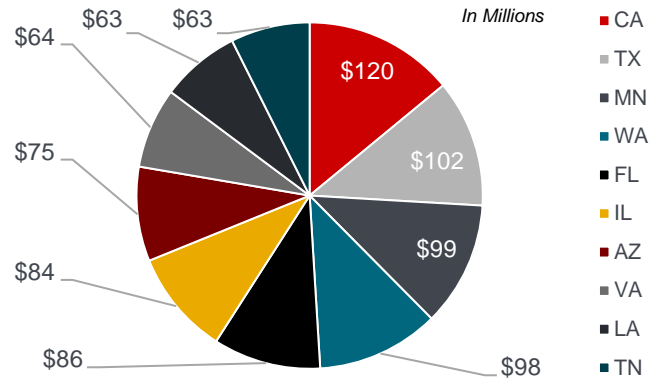
Key Date



Proposal Submission Date: May 31, 2022

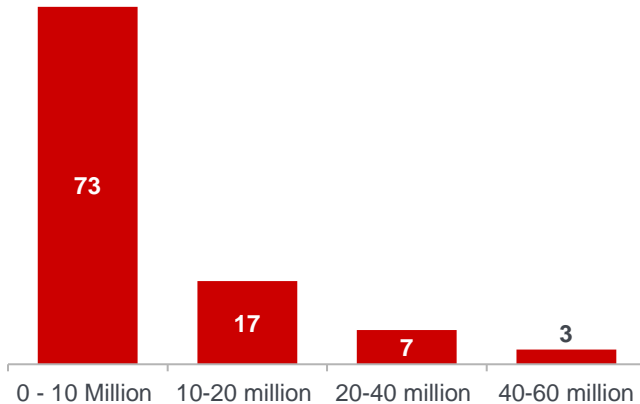
Low or No Emission (Bus) Grants– NOFO 2022 (3/5)

Funding by State



Number of Projects by Funding Amount

X Axis In \$



Top 10 Projects

Project Sponsors	Funding	Description
Massachusetts Bay Transportation Authority	\$116 million	Replacing older diesel buses to buy new battery-electric buses & launching a workforce development program to support training and safety efforts
Metropolitan Transportation Authority	\$116 million	Launched a comprehensive workforce training and development program by buying battery electric buses
Los Angeles County Metropolitan Transportation Authority ('Metro')	\$104 million	Project supports LA Metro's goal to transition its fleet to zero emissions by 2030
City of Lubbock	\$40 million	Helps to create a more reliable, environmentally friendly and sustainable transit service that will increase ridership
Central Ohio Transit Authority (COTA)	\$28 million	Replacing diesel buses that have exceeded their useful life and replace them with battery electric buses and chargers
Capital District Transportation Authority	\$25 million	Replacing older buses with new electric buses which improves service reliability and air quality for residents
Southeastern Pennsylvania Transportation Authority	\$23 million	Improve bus depots, including redundant power feeders, backup generators, and electrical substations
Hawaii Department of Transportation (HDOT)	\$23 million	The agency has committed to a 100% zero-emission fleet and plans to create new jobs through construction and charger installation
Memphis Area Transit Authority (MATA)	\$22 million	Provides workforce development training for operating and maintaining the buses
Metropolitan Transit Authority of Harris County (METRO)	\$22 million	New electric buses will improve air quality and health outcomes for riders and residents by eliminating nearly 18,000 tons of greenhouse gases

Low or No Emission (Bus) Grants– NOFO 2023 (4/5)

Overview

- In general, projects may include costs incidental to the acquisition of buses or to the construction of facilities, such as the costs of related workforce development and training activities and project administration expenses
- FTA will award grants within 75 days after the date this solicitation expires from funds available for award at that time
- FTA may award additional funding that is made available to the programs prior to the announcement of project selections

Appropriation of Funds & Clauses

- Federal public transportation law authorizes \$1.22 billion in FY23 for the Low-No Program
 - The 2021 Bipartisan Infrastructure Law appropriated an additional \$1.02 billion for FY23 grants, for a total of \$1.15 billion for grants under the Low-No program
- Zero-emission projects will include costs for workforce development, unless the applicant certifies funds are not needed
- Minimum of 25% of the amount awarded under the Low-No Program will be awarded to low emission projects other than zero-emission vehicles and related facilities
- FTA will grant pre-award authority to incur costs for selected projects beginning on the date FY23 project selections are announced on FTA's website
- Funds are available for obligation for three fiscal years after the fiscal year in which the competitive awards are announced
- Funds are available only for eligible costs incurred after announcement of project selections
- Recipients of funding in urban areas are subject to the grant requirements of the urbanized area formula grants program
- Recipients of funding in rural areas are subject to the grant requirements of the Formula Grants for Rural Areas Program

Key Program Requirements

Eligible projects include projects or programs in an eligible area for:

- Purchasing or leasing low or no emission buses
- Acquiring low or no emission buses with a leased power source
- Constructing or leasing facilities and related equipment for low or no emission buses
- Constructing new public transportation facilities to accommodate low or no emission buses
- Rehabilitating or improving existing public transportation facilities to accommodate low or no emission buses
- For applicants proposing projects related to zero-emission vehicles, 5% of the requested federal amount must be used for workforce development

Funding restrictions:

- Funds cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to FTA award of a grant agreement until FTA has issued pre-award authority for selected projects
- FTA will issue pre-award authority to incur costs for selected projects beginning on the date that project selections are announced
 - FTA does not provide pre-award authority for competitive funds until projects are selected and even then, there are federal requirements that must be met before costs are incurred
- Allowable direct and indirect expenses must be consistent with the government wide uniform administrative requirements and cost principles
- Funds may not be used to support or oppose union organizing

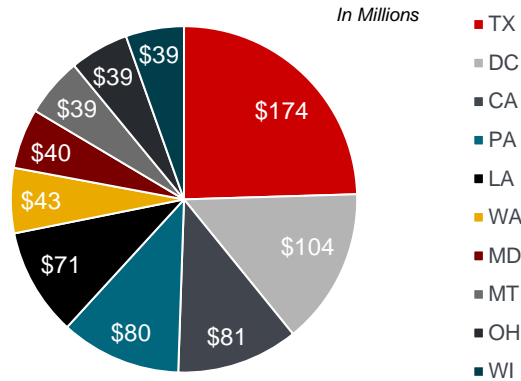
Key Date



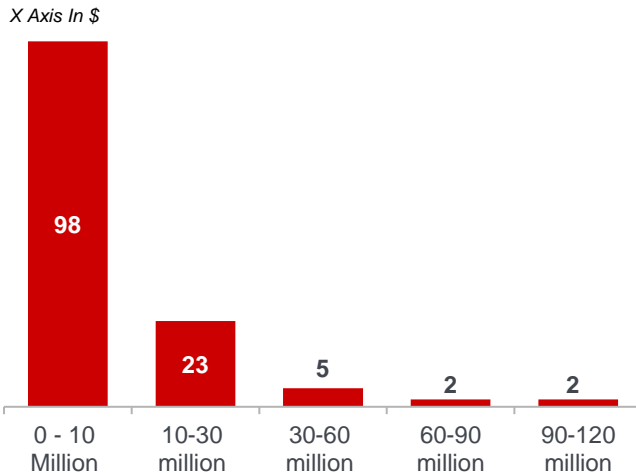
Proposal Submission Date: April 13, 2023

Low or No Emission (Bus) Grants– NOFO 2023 (5/5)

Funding by State



Number of Projects by Funding Amount



Top 10 Projects

Project Sponsors	Funding	Description
Washington Metropolitan Area Transit Authority (WMATA)	\$104 million	To receive funding to convert its Cinder Bed Road Bus Garage in Lorton, VA, to a fully battery-electric bus facility
Dallas Area Rapid Transit	\$103 million	To receive funding to buy new compressed natural gas fuel buses to replace older buses
Southeastern Pennsylvania Transportation Authority	\$80 million	To make improvements at six bus maintenance facilities, which house 67% of its fleet, to support its transition to zero-emission vehicles
New Orleans Regional Transit Authority	\$71 million	To buy zero-emission vehicles and charging equipment, provide a microgrid to support charging resiliency after major storm events
Metropolitan Transit Authority of Harris County	\$40 million	To buy 40 compressed natural gas fuel buses, build a CNG fueling station
University of Maryland College Park	\$40 million	To buy battery-electric buses and associated charging equipment to replace older vehicles for their public transportation fleet
Missoula Urban Transportation District	\$39 million	To construct new maintenance and administrative base facility to replace its Mountain Line bus service
City of Madison	\$38 million	To buy battery-electric buses to replace older diesel buses and install charging equipment and solar panels to modernize its bus maintenance facility
King County Metro Transit	\$34 million	To buy battery-electric buses to replace older diesel buses and install charging equipment and solar panels to modernize its bus maintenance facility
Ohio Department of Transportation	\$29 million	To build a LEED-certified maintenance and operations facility to support a fleet of nearly 250 vehicles

Formula Grants for Rural Areas

Key Facts

Funding Type:

Existing Program

Funding Pool:

\$4 billion

Period of Availability:

Year of apportionment plus two years

Funding Mechanism:

Formula Grant

Administering Entity:

Federal Transit Administration
(Department of Transportation)

Federal Share:

Capital Projects - 80%
Operating Assistance – 50%
ADA non-fixed route paratransit service – 80%

Funding Objective

- To improve, initiate or continue public transportation service in nonurbanized areas (rural areas and small cities under 50,000 in population) and to provide technical assistance for rural transportation providers
- To provide support to both, the maintenance of existing public transportation services and the expansion of those services through the following program goals:
 - Enhancing access in rural areas to health care, shopping, education, employment, public services and recreation
 - Assisting in the maintenance, development, improvement and use of public transportation systems in rural areas

Use of Funds

- Planning, capital, operating assistance, job access and reverse commute projects and the acquisition of public transportation services

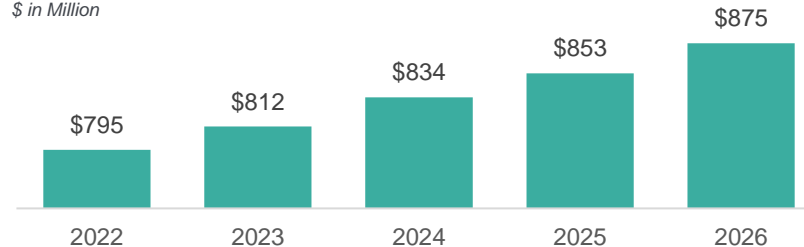
Eligible Recipients / Entities



States, counties, cities / townships, special districts, Tribal governments (federally recognized), non-profits with 501(c)(3) status, non-profits - without 501(c)(3) status and private for-profit intercity bus carriers

Funding by Year

\$ in Million



Milestone

Released funding to states for FY23 in April 2023

Bus and Bus Facilities Formula Grants

Key Facts

Funding Type:
Existing Program

Funding Pool:
\$3 billion

Period of Availability:
Year of apportionment plus three years

Funding Mechanism:
Formula Grant

Adminstrating Entity:
Office of the Secretary
(Department of Transportation)

Federal Share:
80%


Funding Objective

- To provide capital funding to replace, rehabilitate, purchase or lease buses and bus related equipment and to rehabilitate, purchase, construct or lease bus-related facilities

Use of Funds

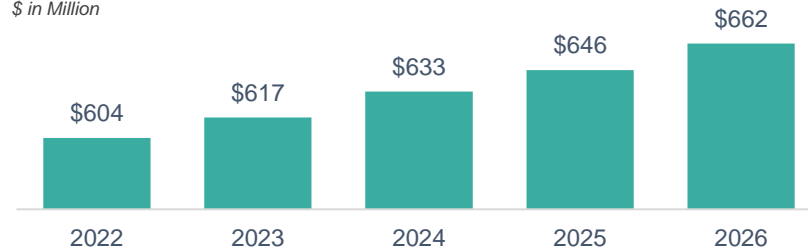
- Capital projects to replace, rehabilitate and purchase buses, vans and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities
- Recipients are permitted to use 0.5% of a request may be for workforce development training and an additional 0.5% may be for training at the National Transit Institute

Eligible Recipients / Entities

-  Designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators and state or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under the Urbanized Area Formula and Rural Formula programs

Funding by Year

\$ in Million



Enacted Funding for FY23

Enhanced Mobility of Seniors and Individuals with Disabilities

Key Facts

Funding Type:
Existing Program

Funding Pool:
\$2 billion

Period of Availability:
Year of apportionment plus two years

Funding Mechanism:
Formula Grant

Adminstrating Entity:
Federal Transit Administration
(Department of Transportation)

Federal Share:
Capital Cost - 80%
Operating Assistance – 50%

Funding Objective

- To provide financial assistance in meeting the transportation needs of seniors and individuals with disabilities where public transportation services are unavailable, insufficient or inappropriate
- The Section 5310 program supplements the Federal Transit Administration’s other capital assistance programs by funding transportation projects for seniors and individuals with disabilities in all areas - large urban, small urban and rural

Use of Funds

- Project examples include buses and vans, wheelchair lifts, ramps, and securement devices, transit-related information technology systems, including scheduling/routing/one-call systems, mobility management programs and acquisition of transportation services under a contract, lease or other arrangement etc.

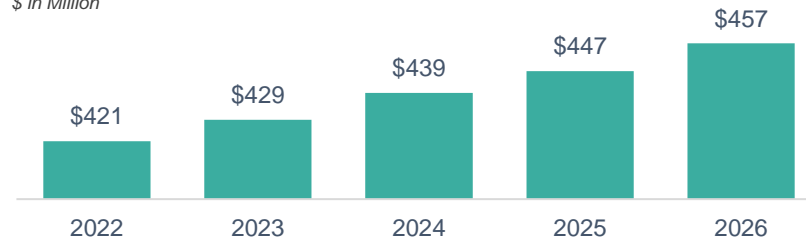
Eligible Recipients / Entities



States and designated recipients are direct recipients, eligible subrecipients include private non-profit organizations, states or local government authorities or operators of public transportation

Funding by Year

\$ in Million



Released funding to states for FY23 in January 2023

Bus and Bus Facilities Competitive Grants (1/5)

Key Facts

Funding Type:

Existing Program

Funding Pool:

\$2 billion

Period of Availability:

Year of allocation plus three years

Funding Mechanism:

Competitive Grant

Adminstrating Entity:

Federal Transit Administration
(Department of Transportation)

Federal Share:

Cost of Capital Projects - 80%
Cost of leasing or acquiring low or no emission bus related equipment and facilities – 90%

Funding Objective

- Provide funds to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities

Use of Funds

- Capital funding for purposes described in the funding objective
- Recipients are permitted to use 0.5% of a request for workforce development training and an additional 0.5% for training at the National Transit Institute

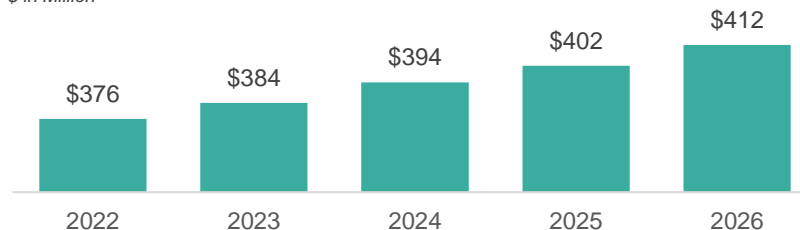
Eligible Recipients / Entities



Designated recipients that allocate funds to fixed-route bus operators, states (including territories and Washington D.C.) or local governmental entities that operate fixed route bus service and Indian tribes. Eligible subrecipients include all otherwise eligible applicants and private non-profit organizations engaged in public transportation

Funding by Year

\$ in Million



Milestone

Grants for F23 awarded in May 2023

Bus and Bus Facilities Competitive Grants – NOFO 2022 (2/5)

Overview

- In general, projects may include costs incidental to the acquisition of buses or to the construction of facilities, such as the costs of related workforce development and training activities, and project administration expenses
- FTA will award grants within 75 days after the date this solicitation expires from funds available for award at that time
- FTA may extend the application deadline, and may award additional funding that is made available to the programs prior to the announcement of project selections

Appropriation of Funds & Clauses

- Federal public transportation law authorizes \$375 million in FY22 funds for the Buses and Bus Facilities Program
 - After the oversight takedown of \$3 million, FTA is announcing the availability of \$372 million
- As required by federal public transportation law, a minimum of 15% of the amount awarded under the Buses and Bus Facilities Program will be awarded to projects located in rural areas
- No single grant recipient will be awarded more than 10% of the amount made available
- FTA will grant pre-award authority to incur costs for selected projects beginning on the date FY22 project selections are announced on FTA's website
- Funds are available for obligation for three fiscal years after the fiscal year in which the competitive awards are announced
- Funds are available only for eligible costs incurred after announcement of project selections
- Recipients of funding in urban areas are subject to the grant requirements of the urbanized area formula grants program
- Recipients of funding in rural areas are subject to the grant requirements of the Formula Grants for Rural Areas Program

Key Program Requirements

Eligible projects include:

- Capital projects to replace, rehabilitate, purchase, or lease buses, vans, or related equipment
- Capital projects 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
- For applicants proposing projects related to zero-emission vehicles 5% of the requested federal award must be used for workforce development
 - Retrain the existing workforce and develop the workforce of the future, including registered apprenticeships and other joint labor-management training

Funding restrictions:

- Funds cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to FTA award of a grant agreement until FTA has issued pre-award authority for selected projects
- FTA will issue pre-award authority to incur costs for selected projects beginning on the date that project selections are announced
 - FTA does not provide pre-award authority for competitive funds until projects are selected, and even then, there are federal requirements that must be met before costs are incurred
- Allowable direct and indirect expenses must be consistent with the government wide uniform administrative requirements and cost principles
- Funds may not be used to support or oppose union organizing

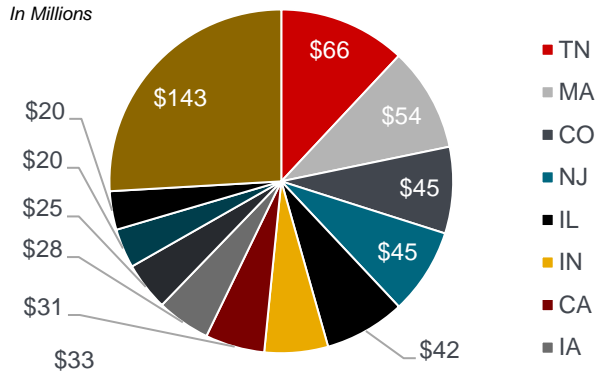
Key Date



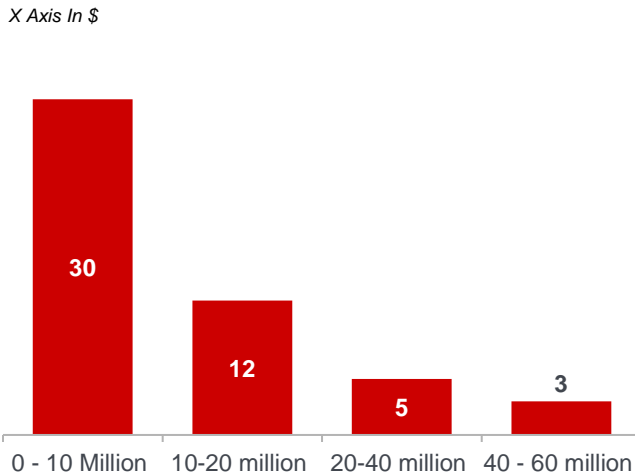
Proposal Submission Date: May 31, 2022

Bus and Bus Facilities Competitive Grants – NOFO 2022 (3/5)

Funding by State



Number of Projects by Funding Amount



Top 10 Projects

Project Sponsors	Funding	Description
Pioneer Valley Transit Authority	\$54 million	Utilizes by electrify and modernizing its Cottage Street bus facility to convert bus fleet to battery-electric buses and buy battery-electric buses
Memphis Area Transit Authority (MATA)	\$54 million	The new facility will be designed to accommodate more than 300 vehicles, improving safety and the state of good repair for the bus fleet
New Jersey Transit Corporation	\$45 million	Allows the agency to create a public bus terminal, house administrative services and charge and deploy battery electric buses
State of Colorado, Department of Transportation	\$35 million	Helps to build a new charging and operation bus facility, which will include 100% electrification, fleet storage, and electric vehicle charging
Indianapolis Public Transportation Corporation	\$33 million	Includes charging facilities and allow IndyGo to expand its bus fleet to implement its network redesign
Chicago Transit Authority (CTA)	\$29 million	Receives funding to buy electric buses and modernize electrical, communications and safety systems
Prince Georges County Government	\$25 million	Project will create good-paying jobs, reduces greenhouse gas emissions by an estimated 1,228 metric tons per year
Connecticut Department of Transportation (CTDOT)	\$20 million	The agency has committed to a 100% zero-emission fleet and plans to create new jobs through construction and charger installation
Capital Metropolitan Transportation Authority	\$20 million	Expansion of MetroAccess and Pickup demand-response service; incorporating sustainable features
Rochester Genesee Regional Transportation Authority	\$16 million	Project will improve service reliability and state of good repair needs

Bus and Bus Facilities Competitive Grants – NOFO 2023 (4/5)

Overview

- In general, projects may include costs incidental to the acquisition of buses or to the construction of facilities, such as the costs of related workforce development and training activities and project administration expenses
- FTA will award grants within 75 days after the date this solicitation expires from funds available for award at that time
- FTA may award additional funding that is made available to the programs prior to the announcement of project selections

Appropriation of Funds & Clauses

- Federal public transportation law authorizes \$383 million in FY23 funds for the Buses and Bus Facilities Program
 - After the oversight takedown of \$4 million, FTA is announcing the availability of \$469 million
- As required by federal public transportation law, a minimum of 15% of the amount awarded under the Buses and Bus Facilities Program will be awarded to projects located in rural areas
- No single grant recipient will be awarded more than 10% of the amount made available
- FTA will grant pre-award authority to incur costs for selected projects beginning on the date FY23 project selections are announced on FTA's website
- Funds are available for obligation for three fiscal years after the fiscal year in which the competitive awards are announced
- Funds are available only for eligible costs incurred after announcement of project selections
- Recipients of funding in urban areas are subject to the grant requirements of the urbanized area formula grants program
- Recipients of funding in rural areas are subject to the grant requirements of the Formula Grants for Rural Areas Program

Key Program Requirements

Eligible projects include:

- Capital projects to replace, rehabilitate, purchase or lease buses and related equipment or to rehabilitate, purchase, construct or lease bus-related facilities
- Capital projects 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
- For applicants proposing projects related to zero-emission vehicles 5% of the requested federal award must be used for workforce development
 - Retrain the existing workforce and develop the workforce of the future, including registered apprenticeships and other joint labor-management training

Funding restrictions:

- Funds cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to FTA award of a grant agreement until FTA has issued pre-award authority for selected projects
- FTA will issue pre-award authority to incur costs for selected projects beginning on the date that project selections are announced
 - FTA does not provide pre-award authority for competitive funds until projects are selected and even then, there are federal requirements that must be met before costs are incurred
- Allowable direct and indirect expenses must be consistent with the government wide uniform administrative requirements and cost principles
- Funds may not be used to support or oppose union organizing

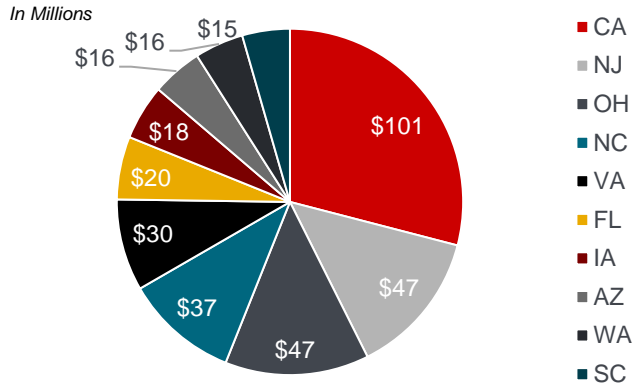
Key Date



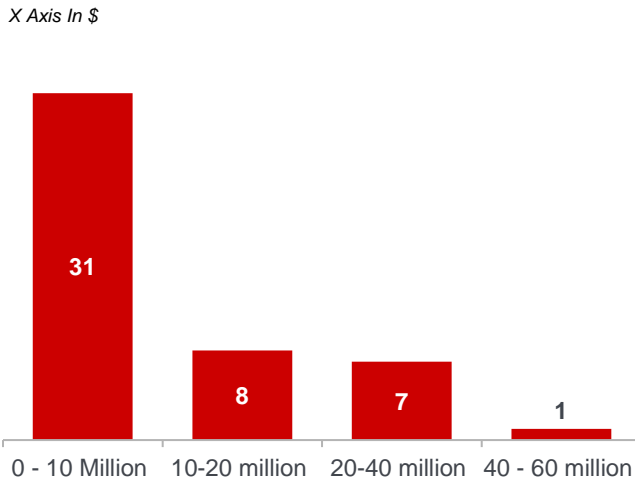
Proposal Submission Date: April 13, 2023

Bus and Bus Facilities Competitive Grants – NOFO 2023 (5/5)

Funding by State



Number of Projects by Funding Amount



Top 10 Projects

Project Sponsors	Funding	Description
New Jersey Transit Corporation	\$47 million	To modernize the Hilton Bus Garage for battery-electric buses, which will increase transit service to densely populated communities through improved vehicle deployment
Metro Regional Transit Authority	\$38 million	To build a LEED-certified maintenance and operations facility to support a fleet of nearly 250 vehicles
Marin County Transit District	\$32 million	To build an electric bus facility, allowing it to continue investing in infrastructure needed to convert to a zero-emission fleet and initiate a workforce training program
City of Charlotte – Charlotte Area Transit System	\$31 million	To buy battery-electric and hybrid-electric diesel buses, charging equipment and a natural gas generator and to develop a workforce training program
San Francisco Municipal Transportation Agency	\$30 million	To buy and install charging equipment at two bus yards to help transition its fleet to battery-electric buses
Transportation District Commission of Hampton Roads	\$25 million	To replace the 39-year-old Parks Avenue Maintenance Facility to accommodate future zero-emission buses
Santa Cruz Metropolitan Transit District	\$20 million	To buy fuel cell electric buses to replace older diesel buses, build a hydrogen fueling station
City Of Tallahassee	\$20 million	To buy battery-electric buses, support charging infrastructure and develop a workforce training program for its mechanics and operators to maintain the fleet
Iowa Department of Transportation	\$18 million	To buy battery-electric buses, support charging infrastructure and develop a workforce training program for its mechanics and operators to maintain the fleet
Northern Arizona Intergovernmental Public Transportation Authority	\$16 million	To build a maintenance facility at the agency's headquarters

All Stations Accessibility Program (1/6)

Key Facts

Funding Type:

Existing Program

Funding Pool:

\$2 billion

Period of Availability:

To be determined

Funding Mechanism:

Grant

Administrating Entity:

Federal Transit Administration
(Department of Transportation)

Federal Cost Share:

80%

Funding Objective

- Provides federal competitive grants to assist eligible entities in financing capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs, by increasing the number of existing stations or facilities for passenger use that meet or exceed the new construction standards of Title II of the Americans with Disabilities Act of 1990

Use of Funds

- Projects to repair, improve, modify, retrofit or relocate infrastructure of legacy stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame, to meet or exceed current ADA standards for buildings and facilities
- Planning related to pursuing public transportation accessibility projects, assessments of accessibility or assessments of planned modifications to legacy stations or facilities for passenger use

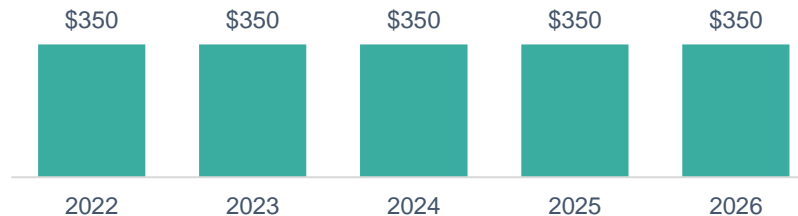
Eligible Recipients / Entities



States and local government authorities in the U.S.

Funding by Year

\$ in Million



Milestone

Announced funding to 15 projects for FY22 and FY23

All Stations Accessibility Program (ASAP) – NOFO (2/6)

Overview

- The FTA announces the opportunity to apply for approximately \$343 million in competitive grants for the fiscal year 2022
- The program provides funding to states and local governmental authorities to help finance capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for persons with disabilities by increasing the number of existing stations or facilities, such as outdoor light-rail boarding and alighting areas, that are fully accessible
- Supports FTA's priorities and objectives through investments that renew transit systems, advance racial equity, maintain and create good-paying jobs with a free and fair choice to join a union, remove barriers to transit access for underserved communities and connect communities

Key Program Requirements

Key Program Requirements:

- Funds cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to FTA award of a grant agreement until FTA has issued pre-award authority for selected projects
- FTA will issue pre-award authority to incur costs for selected projects beginning on the date that project selections are announced
 - FTA does not provide pre-award authority for competitive funds until projects are selected and even then, there are federal requirements that must be met before costs are incurred
- Allowable direct and indirect expenses must be consistent with the government wide uniform administrative requirements and cost principles
- Funds may not be used to support or oppose union organizing

Other Requirements:

- Applicants are encouraged to identify scaled funding options in case insufficient funding is available to fund a project at the full requested amount
- The applicant must provide a clear explanation of how the project budget would be affected by a reduced award
 - FTA may award a lesser amount whether a scalable option is provided

Eligible Applicants, Cost Sharing & Eligible Projects

Eligible Applicants:

- Designated recipients that operate or allocate funds to inaccessible pre-ADA or legacy rail fixed guideway public transportation systems
- States (including territories and Washington, DC)
- Local governmental entities that operate or financially support legacy rail fixed guideway public transportation systems and corresponding legacy stations/facilities

Cost Sharing:

- An eligible project shall not exceed 80% of the net project cost
- Eligible sources of match include state or local government revenues, cash from non-government sources, revenues derived from the sale of advertising and concessions, revenues generated from value capture financing mechanisms, funds from an undistributed cash surplus, replacement or depreciation cash fund or reserve and new capital

Eligible projects include:

- Capital projects to repair, improve, modify, retrofit or relocate infrastructure of stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame
- Planning projects to develop or modify a plan for pursuing public transportation accessibility projects, assessments of accessibility or assessments of planned modifications to stations or facilities for passenger use projects or programs of projects in an eligible area

Key Date



Application Submission Date: September 30, 2022

All Stations Accessibility Program (ASAP) – NOFO (3/6)

Application Criteria

Application Criteria:

- Capital Projects
 - Applicants should provide information explaining whether the project (1) addresses an overall lack of accessible stations in a particular geographic area, (2) is at a major interchange point with other transportation modes, (3) serves major activity or cultural centers, (4) is a transfer station(s) on a rail line, between rail lines or is an end of the line station, (5) is a station or passenger facility where passenger boarding's exceed average station or facility passenger boarding's on the rail system and (6) is able to demonstrate reductions in ADA paratransit reliance through paratransit origin-to-destination pairs analysis
 - Applicants should describe how the proposed station, stations or facilities for passenger use were analyzed and selected to improve accessibility and usability for passengers with disabilities within the system
- Planning Projects
 - Applicants are encouraged to reference how the project supports local and regional prioritization of increased accessibility at their existing legacy rail fixed guideway public transportation stations or passenger facilities
 - Applicants must detail how the resulting planning project will advance accessibility for persons with disabilities and should address the timeline and steps remaining after the project would be completed, before a construction project could commence to repair, improve, modify, retrofit or relocate infrastructure of stations or facilities for passenger use
 - Must demonstrate how the proposed project is consistent with local and regional long-range planning documents and local government priorities
 - Should submit evidence of the availability of funds for the project by including a board resolution, letter of support from the state, a budget document highlighting the line item or section committing funds to the proposed project or other documentation of the source of non-federal funds
 - Should submit information describing the project's anticipated path and timeline through the environmental review process for all proposals, including whether the project qualifies for a Categorical Exclusion (CE)
 - Must demonstrate that applicants have the technical, legal and financial capacity to undertake the project

Review and Selection Process:

- A technical evaluation committee will evaluate proposals based on the published evaluation criteria and FTA Administrator will determine the final selection of projects for program funding
- In determining the allocation of program funds, FTA may consider geographic diversity, diversity in the size of the transit systems receiving funding and the applicant's receipt of other competitive awards
- FTA will give priority consideration to applications that advance racial equity in two areas: (1) planning and policies related to racial equity and overcoming barriers to opportunity and (2) project investments that either proactively address racial equity and barriers to opportunity

Integrity and Performance Review:

- FTA is required to review and consider any information about the applicant that is in the Federal Awardee Performance and Integrity Information Systems (FAPIS) accessible through System for Award Management (SAM)
- FTA will consider any comments by the applicant, in addition to the other information in FAPIS, in making a judgment about the applicant's integrity, business ethics and record of performance under federal awards when completing the review of risk posed by applicants

All Stations Accessibility Program FY22-23 Projects (4/6)

State	Project Sponsor	Project Description	Funding (\$M)
NY	Metropolitan Transportation Authority	The Metropolitan Transportation Authority will receive funding to make its Myrtle Avenue, Norwood Avenue and Avenue I subway stations in Brooklyn and the Burnside Avenue subway station in the Bronx fully ADA accessible, allowing safe and convenient travel to and through the stations. Modernization work will include installing elevators, updating platforms to reduce gaps, adding tactile platform edge warning strips, modifying fare gates, stairs, and improving handrails.	\$254
IL	Chicago Transit Authority	The Chicago Transit Authority will receive funding to modernize its Irving Park, Belmont and Pulaski stations to make them fully ADA accessible and provide safe and convenient travel to all users. Built more than 50 years ago, the stations will be modernized with elevators, ramp upgrades, improved station signage and other station enhancements.	\$118
MA	Massachusetts Bay Transportation Authority	The Massachusetts Bay Transportation Authority will receive funding to retrofit an 80-year-old light rail station with elevators, improved pathways and lighting features, and raised platforms for accessible boarding. Improvements to the Symphony station, located at the crossroads of some of Boston's busiest neighborhoods, will make the station fully accessible for people with disabilities, seniors and others, many of whom live in nearby senior residential buildings and an assisted living center.	\$67
PA	Southeastern Pennsylvania Transportation Authority	The Southeastern Pennsylvania Transportation Authority will receive \$56 million to make its 11th Street subway station on the Market-Frankford Subway Line and the Chinatown, Erie, Fairmount Upper Level, Fairmount Lower Level and Snyder stations on the Broad Street Subway Line fully ADA accessible, allowing safe and convenient travel. Modernization work at the stations, which were built in the early 20th century, will include installing elevators, general station upgrades, ramps, and making path of travel improvements.	\$56
IL	Northeast Illinois Regional Commuter Railroad Corporation	The Commuter Rail Division of the Regional Transportation Authority, or Metra, will receive funding to improve its 59th/60th Street Station on the Metra Electric line to improve accessibility and accommodate new riders from the University of Chicago expansion. Improvements will include a reconstruction of the existing street-level entrances and station platform enhancements.	\$38

All Stations Accessibility Program FY22-23 Projects (5/6)

State	Project Sponsor	Project Description	Funding (\$M)
CT	Connecticut Department of Transportation	The Connecticut Department of Transportation will receive funding to retrofit three stations on its Metro-North Railroad Waterbury Branch commuter rail line, which provides service to New York City, to make them fully accessible to passengers with disabilities. Improvements to the century-old stations include building a high-level rail platform and installing handrails, which will provide more equitable service and increase access to jobs.	\$30
IL	Northeast Illinois Regional Commuter Railroad Corporation	The Commuter Rail Division of the Regional Transportation Authority, or Metra, will receive funding to improve its 95th Street-Chicago State University station to make it fully ADA accessible, allowing safe and convenient travel. Improvements to the station, built in the 1920s, will include installing elevators, reconstructing the platform, adding a pedestrian tunnel and pathways to transit connections, and replacing audio and visual communication displays for ADA accessibility.	\$29
PA	Pittsburgh Regional Transit	Pittsburgh Regional Transit will receive funding to make the Bethel Village, Westfield, St. Anne's, and Shiras stations on PRT's Red Line ADA accessible, providing safe and convenient access to downtown Pittsburgh, Castle Shannon Borough, and the Municipality of Bethel Park. Station improvements will include installing a high platform for level boarding, shelters on the boarding platform, ramps, accessible signage and auditory support.	\$28
NJ	New Jersey Transit Corporation	The New Jersey Transit Corporation will receive funding to improve accessibility at the Anderson St-Hackensack and New Bridge Landing stations on the Pascack Valley Line, allowing safe and accessible transit for all riders traveling between Northern New Jersey and Southern New York. Improvements include replacing low-level platforms with higher platforms, building fully accessible ramps, installing tactile warning strips, adding accessible parking spaces and inclusive wayfinding technology and upgrading the communications system.	\$18
WA	City of Seattle	The City of Seattle will receive funding to make its Seattle Center Monorail Station fully ADA accessible, allowing safe and convenient travel. Modernization work at the station, which was built in the 1960s, will include installing ramps, making path of travel improvements for individuals with mobility devices and other station upgrades.	\$15

All Stations Accessibility Program FY22-23 Projects (6/6)

State	Project Sponsor	Project Description	Funding (\$M)
NJ	New Jersey Transit Corporation	The New Jersey Transit Corporation will receive funding to improve accessibility at the Bradley Beach station on the North Jersey coastline, which connects New York Penn Station, Newark, and communities along the northern portion of the Jersey Shore. The improvements, which will allow for safe and accessible travel, include replacing low-level platforms with higher ones, building fully accessible ramps, installing tactile warning strips, adding accessible parking spaces and inclusive wayfinding technology and upgrading the communications system.	\$14
OH	Greater Cleveland Regional Transit Authority	The Greater Cleveland Regional Transit Authority will receive funding to make its East 79th Street light rail station fully ADA accessible, allowing safe and convenient travel. Modernization work at the station, which was built in the 1920s, will include installing ramps, concrete platforms, rail crossings, warning panels, canopy-covered concrete stairs, upgraded emergency call boxes, and slip-resistant walking surfaces	\$8
MD	Maryland Department of Transportation/Maryland Transit Administration	The Maryland Transit Administration will receive funding to develop plans and complete environmental work for the future renovation of the Martin Airport station on its Penn commuter rail line to make it safer and fully accessible. The station, located north of Baltimore requires riders to cross multiple tracks to board the train	\$7
NY	Port Authority Trans-Hudson Corporation	The Port Authority Trans-Hudson (PATH) Corporation will receive funding to study four stations (Christopher St., 9th St., 14th St., and 23rd St.) in Manhattan built in the early 20th century and assess what upgrades and alterations are needed to bring them into alignment with ADA standards. These stations currently do not have any elevators to enter or exit the mezzanine area or the station platform	\$2
NJ	New Jersey Transit Corporation	The New Jersey Transit Corporation will receive funding to study and design new platforms at two stations on the Morristown Line that are not ADA accessible because of geographical challenges. NJ Transit will develop new designs for its Chatham and Orange Stations along with implementation strategies and apply the recommendations from this study to other inaccessible stations	\$1

Public Transportation on Indian Reservations Formula

Key Facts

Funding Type:

Existing Program

Funding Pool:

\$183 million

Period of Availability:

Year of apportionment plus two years

Funding Mechanism:

Formula Grant

Administrating Entity:

Federal Transit Administration
(Department of Transportation)

Additional Details:

Set-aside from the Rural Area
Formula Program

Funding Objective

- Provides direct funding to federally recognized Indian tribes for public transportation service on and around Indian reservations or Tribal land in rural areas

Use of Funds

- Planning
- Public transportation capital projects
- Operating costs of equipment and facilities for use in public transportation
- Job access and reverse commute projects
- Acquisition of public transportation services

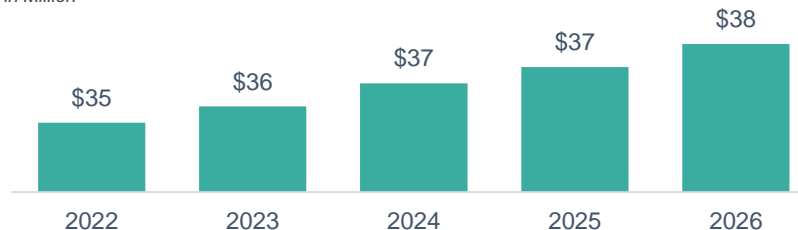
Eligible Recipients / Entities



Federally recognized Indian tribes and Alaska native villages in the U.S.

Funding by Year

\$ in Million



Milestone

Released funding to states for FY22 in May 2022

Appalachian Development Public Transportation Assistance Program

Key Facts

Funding Type:
Existing Program

Funding Pool:
\$137 million

Period of Availability:
Year of apportionment plus two years

Funding Mechanism:
Formula Grant

Administrating Entity:
Federal Transit Administration (Department of Transportation)

Additional Details:
Set-aside from the Rural Area Formula Program

Funding Objective

- Provides funding to states in the Appalachian region to support the provision of public transit services in rural areas

Use of Funds

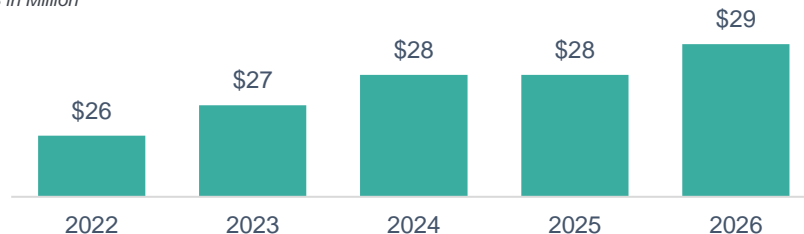
- Planning
- Public transportation capital projects
- Operating costs of equipment and facilities for use in public transportation
- Job access and reverse commute projects
- Acquisition of public transportation services

Eligible Recipients / Entities

- ✓ States, counties, cities / townships, special districts, Tribal governments (federally recognized), non-profits with 501(c)(3) status, non-profits without 501(c)(3) status

Funding by Year

\$ in Million



Milestone

Released funding to states for FY23 in January 2023

Pilot Program for Transit Oriented Development (1/6)

Key Facts

Funding Type:

Existing Program

Funding Pool:

\$69 million

Period of Availability:

Available until expended

Funding Mechanism:

Competitive Grant

Administrating Entity:

Federal Transit Administration
(Department of Transportation)

Additional Details:

Set-aside from Capital
Investments Grants Program

Funding Objective

- To support Federal Transit Administration’s mission of improving public transportation for the U.S. communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment

Use of Funds

- Grants may be made for site specific and comprehensive planning funded through the program must examine ways to:
 - Improve economic development and ridership and foster multimodal connectivity and accessibility
 - Transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs and enable mixed-use development near transit stations

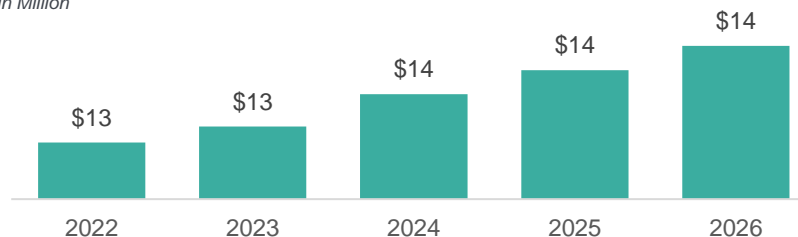
Eligible Recipients / Entities



Tribes in the U.S.

Funding by Year

\$ in Million



Milestone

**Released NOFO
for FY23 in August
2023**

Pilot Program for TOD Planning – NOFO 2022 (2/6)

Overview

- Federal Transit Administration (FTA) announces the opportunity to apply for \$13 million in fiscal year 2021 and FY22 funding under the Pilot Program for Transit-Oriented Development Planning (TOD Pilot Program)
- This program supports FTA’s strategic goals and objectives through the timely and efficient investment in public transportation
- The TOD Pilot Program grants are competitively awarded to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity improvement transit capital project

Application Criteria

- Project Factors
 - Enhance economic development, ridership and other goals established during the project development & engineering processes
 - Facilitate multimodal connectivity and accessibility
 - Increase access to transit hubs for pedestrian and bicycle traffic
 - Enable mixed-use development
 - Identifies infrastructure needs associated with the eligible project and includes private sector participation
- Demonstrated Need
 - How the proposed work will advance TOD implementation in corridor
 - Justification as to why federal funds are needed for proposed work
 - Extent to which TOD planning will address climate change and challenges facing environmental justice populations
- Strength of the Work Plan, Schedule and Process
 - Potential state, local or other impediments to the implementation of the site-specific plan & how the workplan will address them
 - Extent to which the schedule contains sufficient detail, identifies all steps needed to implement the work proposed and is achievable
 - The proportion of the project corridor covered by the work plan
 - Extent of partnerships and technical capability to develop, adopt and implement the comprehensive plans
 - Extent to which this TOD planning effort increases access for environmental justice populations and allows them to participate in this TOD planning effort

Eligible Applicants & Projects

Eligible Applicants:

- All states, U.S. territory or local governmental authorities
- FTA grant recipient

Cost Sharing:

- The maximum federal funding share is 80%

Eligible Transit Projects:

- A new fixed guideway project or a core capacity improvement projects:
 - A fixed guideway is a public transportation facility
 - > Using and occupying a separate right-of-way for the exclusive use of public transportation
 - > Using rail and fixed catenary system
 - > For a passenger ferry system and bus rapid transit system
 - A new fixed guideway capital project
 - > A new fixed guideway project that is a minimum operable segment or extension to an existing fixed guideway system
 - > A fixed guideway bus rapid transit project that is a minimum operable segment or an extension to an existing bus rapid transit system
 - A fixed guideway bus rapid transit project
 - > In which the majority of the project operates in a separated right of way dedicated for public transportation use during peak periods
 - > That represents a substantial investment in a single route in a defined corridor or subarea
 - > That includes features that emulate the services provided by rail fixed guideway public transportation systems
 - A core capacity improvement project to mean a substantial corridor-based capital investment in an existing fixed guideway system that increases the capacity of the corridor by not less than 10%

Funding Restrictions:

- Funds under this NOFO cannot be used to reimburse projects for otherwise eligible expenses incurred prior to FTA’s announcement of project selections and issuance of pre-award authority
- Allowable direct and indirect expenses must be consistent with the government-wide uniform administrative requirements and cost principles

Fiscal Year 2022 TOD Planning Project (3/6)

State	Project Sponsor	Project Description	Funding (\$M)
AL	Birmingham-Jefferson County Transit Authority	The Birmingham-Jefferson County Transit Authority will receive funding to plan for TOD at the eastern end of the new Birmingham Xpress bus rapid transit line. The project will reduce greenhouse gas emissions and encourage the development of affordable housing	\$2
MD	Maryland Department of Transportation/Maryland Transit Administration	The Maryland Department of Transportation's Maryland Transit Administration will receive funding to plan for TOD along the Purple Line light rail line in Montgomery and Prince George's counties. The planned TOD will create mixed-use development, preserve existing retail, support affordable housing, and invest in pedestrian and bicycle infrastructure	\$1
AZ	City of Phoenix	The City of Phoenix will receive funding to plan for TOD along the proposed South-Central Extension/Downtown Hub light rail line that is expected to open in 2024. The funding will support affordable housing, increase pedestrian and bicycle access to transit hubs, facilitate mixed-use development, and assess opportunities for investment in the local economy	\$1
CA	Los Angeles County Metropolitan Transportation Authority	The Los Angeles County Metropolitan Transportation Authority will receive funding to plan for TOD along the proposed West Santa Ana Branch Transit Corridor, a 14.8-mile light rail line that will connect several cities and communities	\$1
CA	Los Angeles County Metropolitan Transportation Authority	The Los Angeles County Metropolitan Transportation Authority will receive funding for a study of the Union Station/Civic Center Transit District that focuses on supporting equity, sustainability and connectivity to jobs around LA's regional transit hub and historic downtown. The project will explore ways to expand housing and affordable housing opportunities as the city continues to invest in transit infrastructure, consider new commercial development opportunities, and respond to a housing and homelessness crisis	\$1
TX	Capital Metropolitan Transportation Authority	The Capital Metropolitan Transportation Authority will receive funding to plan for TOD along the proposed Orange and Blue light rail lines and the proposed regional rail Green Line. The plan would set the stage for the agency to transition to a new headquarters and repurpose its current headquarters into a TOD site. The plan would enhance economic and community development by creating mixed-use development, increasing affordable housing, supporting bicycle and pedestrian access, and bringing essential services to the area	\$1

Fiscal Year 2022 TOD Planning Project (4/6)

State	Project Sponsor	Project Description	Funding (\$M)
FL	Miami-Dade Department of Transportation and Public Works (DTPW)	The Miami-Dade Department of Transportation and Public Works will receive funding to develop a TOD master plan for the Northeast Corridor of the Strategic Miami Area Rapid Transit (SMART) Program, a five-station rapid transit corridor planned in Miami-Dade County. The agency will partner with property owners to encourage TOD along the corridor to enhance mobility, improve connectivity and accessibility, provide bicycle and pedestrian access to stations, increase mixed-use development, and identify opportunities for public-private partnerships	\$1
CA	Peninsula Corridor Joint Powers Board	The Peninsula Corridor Joint Powers Board (Caltrain) will receive funding to plan for TOD at its 20-acre 4th and King railyard. The agency will include public engagement and neighborhood planning, and assess how to create more housing, bicycle and pedestrian access, and better connectivity	\$1
NJ	New Jersey Transit Corporation	The New Jersey Transit Corporation will receive funding to plan for TOD along the proposed nine-mile Northern Branch light rail extension in Bergen and Hudson Counties in Northern New Jersey. The planned TOD will support public and private partnerships, enhance multimodal transit access, encourage economic development, and preserve affordable housing	\$1
MA	Massachusetts Bay Transportation Authority	The Massachusetts Bay Transportation Authority will receive funding to plan for TOD along the Red Line subway, which runs from the Alewife station in the north to the Ashmont and Braintree stations in the south. Improvements to this busiest subway line in MBTA's system includes increased service, and investing in TOD will enhance the local economy, increase neighborhood connectivity and create mixed-use spaces	\$1
NV	Regional Transportation Commission of Southern Nevada	The Regional Transportation Commission of Southern Nevada will receive funding to plan for TOD in the city of Henderson for a new bus rapid transit line along the Boulder Highway Corridor. The TOD plan will enhance transit ridership, foster economic development, provide equitable opportunities for transit and housing, improve first/last mile connectivity, and reduce greenhouse gas emissions	\$1
FL	City of Homestead	The City of Homestead will receive funding to plan TOD around three new bus rapid transit stations in Homestead, Florida, which is part of the new South Dade TransitWay Corridor (South Corridor) currently under construction	\$1
OH	Greater Cleveland Regional Transit Authority	The Greater Cleveland Regional Transit Authority will receive funding to plan for TOD along the proposed Broadway Avenue Corridor project, a multi-modal planning project that will incorporate bus rapid transit with bike and pedestrian infrastructure. The TOD plan will increase bicycle and pedestrian access to transit hubs, recommend ways to incorporate green infrastructure, and analyze ways to revitalize commercial and housing opportunities near transit stations	\$1

Fiscal Year 2022 TOD Planning Project (5/6)

State	Project Sponsor	Project Description	Funding (\$M)
NY	Suffolk County	Suffolk County, New York, will receive funding to plan for TOD for a proposed bus rapid transit line to run along New York State Route 110, which travels north-south in Western Suffolk County. The TOD plan will enhance economic development, support enhanced transit ridership, facilitate multimodal connectivity, increase access to transit hubs, and create mixed-use development	\$0.4
TX	Metropolitan Transit Authority of Harris County (METRO)	The Metropolitan Transit Authority of Harris County will receive funding to plan for TOD at the Tidwell Transit Center in Houston's Eastex/Jensen neighborhood. The transit center will be served by the proposed MetroRapid bus rapid transit University Corridor. The TOD plan will enhance connectivity, promote walkability and sustainability, and support equity through economic development and affordable housing	\$0.4
UT	Utah Transit Authority (UTA)	The Utah Transit Authority will receive funding to plan for TOD along the proposed seven-mile Midvalley Connector bus rapid transit project. The agency will engage the community to plan how to increase access to opportunities, create additional housing, reduce greenhouse-gas emissions and develop the area	\$0.4
OR	Tri-County Metropolitan Transportation District	The Tri-County Metropolitan Transportation District will receive funding to plan TOD at two park-and-ride locations to address new development opportunities and capacity increases on TriMet's Blue Line MAX light rail line. The plan will address housing needs, economic development, transit accessibility, and pedestrian and bike infrastructure	\$0.3
PA	Southeastern Pennsylvania Transportation Authority (SEPTA)	The Southeastern Pennsylvania Transportation Authority will receive funding to undertake a comprehensive TOD planning analysis of Route 11 and 13 trolley services in the Darby and Yeadon boroughs in Delaware County. The TOD plan will support the revitalization of the trolley, analyze how best to develop the area, support pedestrian and bicycle access, and plan for ways to address flooding and electrical infrastructure issues	\$0.3
CA	North County Transit District	The North County Transit District will receive funding to plan for TOD at the Escondido Transit Center, a mobility hub that serves five modes of travel, including the 22-mile SPRINTER rail system. As the agency works to expand the SPRINTER with more service and capacity-enhancing double track, the plan will evaluate how to expand the transit center's potential for mixed-use development, including zoning changes, operational and infrastructure needs, and potential relocation of operations. The project would provide affordable housing, strengthen the economy, create jobs, increase ridership and reduce greenhouse gas emissions	\$0.2

Pilot Program for TOD Planning – NOFO 2023 (6/6)

Overview

- Federal Transit Administration (FTA) announces the opportunity to apply for \$13 million in FY22 and FY23 funding under the Pilot Program for Transit-Oriented Development Planning (TOD Pilot Program)
- Funds will be awarded competitively to support comprehensive planning or site-specific planning as required by Federal public transportation law
- FTA may award additional funding that is made available to the TOD Pilot Program prior to the announcement of project selections
- Due Date: October 10, 2023

Application Review Criteria

- Project Factors including projects those:
 - Enhance economic development, ridership and other goals established during the project development & engineering processes
 - Facilitate multimodal connectivity and accessibility
 - Increase access to transit hubs for pedestrian and bicycle traffic
 - Enable mixed-use development encourages affordable housing, particularly in areas with high incidence rates of homelessness
- Demonstrated Need:
 - How the proposed work will advance TOD implementation in corridor
 - Justification as to why federal funds are needed for proposed work
 - Extent to which the transit project corridor could benefit from TOD Planning
- Strength of the Work Plan, Schedule and Process:
 - Potential state, local or other impediments to the implementation of the site-specific plan & how the workplan will address them
 - Extent to which the schedule contains sufficient detail, identifies all steps needed to implement the work proposed and is achievable
 - The proportion of the project corridor covered by the work plan
 - Extent of partnerships and technical capability to develop, adopt and implement the comprehensive plans
 - Extent to which the comprehensive planning work will reduce greenhouse gas emissions and the effects of climate change
 - How the performance measures identified in the application relate to the goals of the comprehensive planning work

Eligible Applicants & Projects

Eligible Applicants:

- All states, U.S. territory or local governmental authorities
- FTA grant recipient

Cost Sharing:

- The maximum federal funding share is 80%

Eligible Transit Projects:

- A new fixed guideway project or a core capacity improvement projects:
 - A fixed guideway is a public transportation facility
 - > Using and occupying a separate right-of-way for the exclusive use of public transportation
 - > Using rail and fixed catenary system
 - > For a passenger ferry system and bus rapid transit system
 - A new fixed guideway capital project
 - > A new fixed guideway project that is a minimum operable segment or extension to an existing fixed guideway system
 - > A fixed guideway bus rapid transit project that is a minimum operable segment or an extension to an existing bus rapid transit system
 - A fixed guideway bus rapid transit project
 - > In which the majority of the project operates in a separated right of way dedicated for public transportation use during peak periods
 - > That represents a substantial investment in a single route in a defined corridor or subarea
 - > That includes features that emulate the services provided by rail fixed guideway public transportation systems
 - A core capacity improvement project to mean a substantial corridor-based capital investment in an existing fixed guideway system that increases the capacity of the corridor by not less than 10%

Funding Restrictions:

- Funds under this NOFO cannot be used to reimburse projects for otherwise eligible expenses incurred prior to FTA's announcement of project selections and issuance of pre-award authority
- Allowable direct and indirect expenses must be consistent with the government-wide uniform administrative requirements and cost principles

Public Transportation on Indian Reservations Competitive

Key Facts

Funding Type:

Existing Program

Funding Pool:

\$46 million

Period of Availability:

Year of allocation plus two years

Funding Mechanism:

Competitive Grant

Administrating Entity:

Federal Transit Administration
(Department of Transportation)

Additional Details:

Set-aside from the Rural Area
Formula Program

Funding Objective

- Provides direct funding to federally recognized Indian tribes to provide public transportation service on and around Indian reservations or Tribal land in rural areas

Use of Funds

- Planning
- Public transportation capital projects
- Operating costs of equipment and facilities for use in public transportation
- Job access and reverse commute projects
- Acquisition of public transportation services

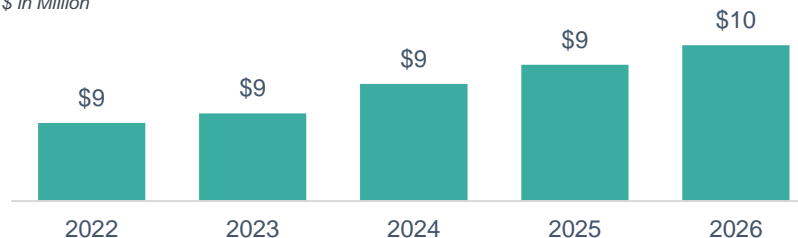
Eligible Recipients / Entities



Federally recognized Indian tribes and Alaska native villages in the U.S.

Funding by Year

\$ in Million



Milestone

Announced funding to 22 projects for FY23

Public Transportation on Indian Reservations Competitive– NOFO (2/5)

Overview

- FTA announced opportunity to apply for \$9 million for Public Transportation on Indian Reservations (Tribal Transit) Program
- FTA may award additional funds made available prior to project selection may be allocated to eligible projects
- FTA will grant pre-award authority to incur costs for selected projects beginning on the date FY23
 - Funds are available for obligation for two fiscal years after the fiscal year in which the competitive awards are announced
 - Funds are available only for projects that have not incurred costs prior to the announcement of project selections

Eligible Applicants & Projects

Eligible Recipients:

- Include federally recognized Indian Tribes or Alaska Native Villages, groups, or communities as identified by U.S. (Department of Interior) DOI Bureau of Indian Affairs (BIA)
- Eligible recipient, an Indian Tribe must have the requisite legal, financial, and technical capabilities to receive and administer federal funds under this program
 - applicants must provide service in a rural area with a population of less than 50,000
 - A service area can include some portions of urban areas so long as rural areas are also served

Eligible Projects are:

- Public transportation planning, capital, or operating expenses
- Includes capital investment for start-ups, replacement, or expansion needs; operating assistance; and planning projects up to \$25,000

Key Date



Proposal Submission Date: June 26, 2023

Key Program Requirements

Funding Restrictions:

- Shall not be attributed to reimburse projects for otherwise eligible expenses incurred prior to an FTA award under this program or until FTA has issued pre-award authority for selected projects
 - FTA will issue pre-award authority to incur costs for selected projects beginning on the date that project selections are announced
 - FTA does not provide pre-award authority for competitive funds until projects are selected, and even then, there are federal requirements that must be met before costs are incurred
- Allowable direct and indirect expenses must be consistent with the government-wide uniform administrative requirements, cost principles and audit requirements for federal awards

Cost Sharing:

- There is no local match requirement for operating, capital, or planning projects under this program
- All projects will be awarded at a 100% federal share, unless the applicant chooses to provide a local match at its own discretion. If choosing to provide a local match, the proposal should include a description of the Indian Tribe's financial commitment

Review and Selection Process

- Geographic diversity and the applicant's receipt and management of other federal transit funds may be considered in FTA's award selection
- FTA will give priority consideration to applications that are expected to create significant community benefits relating to the environment, including those projects that incorporate low or no emission technology or specific elements to address greenhouse gas emissions and climate changes impacts
 - Due to funding limitations, applicants that are selected for funding may receive less than the amount originally requested
 - Applicants must be able to demonstrate that the proposed projects are still viable and can be completed with the amount awarded

Fiscal Year 2023 Tribal Transit Project (3/5)

State	Project Sponsor	Project Description	Funding
AK	Native Village of Unalakleet	The Native Village of Unalakleet will receive funding for the acquisition of equipment for the year-round maintenance of key transit corridors leading to assisted living facility. The village, located on the Norton Sound 180 miles southeast of Nome, provides on-demand transit to help residents get to the health clinic, grocery store, post office, tribal office, airport, and other services.	\$ 1,411,464
NV	Pyramid Lake Paiute Tribe	The Pyramid Lake Paiute Tribe will receive funding to construct a transit storage facility to meet the future needs of the community and support increased access to vital services.	\$ 1,217,812
MN	The Prairie Island Indian Community	The Prairie Island Indian Community will receive funding to construct a transportation maintenance facility at Oyate Place. The project will enhance safety, improve winter preparedness, and ensure reliable transportation services by providing a dedicated space to store and maintain public transportation vehicles.	\$ 1,117,025
AK	Kenaitze Indian Tribe (IRA)	The Kenaitze Indian Tribe will receive funding to launch a pilot express bus service connecting the communities of Nikiski, Kenai, and Soldotna via the Kenai Spur Highway. The project will leverage existing transportation infrastructure to make the transit network more efficient, less costly for riders, and better serve a highly-traveled route serving popular residential and business destinations.	\$ 960,155
NV	Reno-Sparks Indian Colony	The Reno-Sparks Indian Colony will receive funding to purchase an ADA accessible van and support operations to provide reliable transit to members requiring ADA services for work, education, health and leisure activities.	\$ 630,253
NM	Jicarilla Apache Nation	The Jicarilla Apache Nation will receive funding for construction of a rest facility to serve riders and operators along Route 170.	\$ 629,707
SD	Cheyenne River Sioux Tribe	The Cheyenne River Sioux Tribe will receive funding to purchase a new bus and minivan and support for operations. The new vehicles will help expand transit service and maintain a state of good repair.	\$ 567,990

Fiscal Year 2023 Tribal Transit Project (4/5)

State	Project Sponsor	Project Description	Funding (\$M)
WI	Menominee Indian Tribe of Wisconsin	The Menominee Indian Tribe of Wisconsin will receive funding to purchase six ADA-certified vans. The new vehicles will expand service in rural, disadvantaged areas and provide needed transit to health and educational services.	\$ 540,000
OK	Cherokee Nation	Cherokee Nation will receive funding to purchase five new ADA-compliant transit vans to replace vehicles that have exceeded their useful life. The new vehicles will enhance mobility in surrounding communities and help CNDOT maintain a state of good repair.	\$ 449,386
AK	Village of Iliamna	The Village of Iliamna will receive funding to construct a new facility to house the Tribe's vehicle fleet. The project will protect transit assets from harsh weather conditions, improving vehicle performance and safety.	\$ 445,280
WA	Squaxin Island Tribe	The Squaxin Island Tribe will receive funding for the construction of a bus facility to house vehicles currently stored outdoors. The project will extend the lifespan of buses by protecting them from the elements and providing a space for maintenance.	\$ 411,795
CA	Karuk Tribe Transportation Department	The Karuk Tribe will receive funding to support development and program management of a new transit service. The project will help guide establishment and operation of a multi-modal transit system that serves the needs of seniors and other community members, especially those who are most vulnerable.	\$ 323,877
AK	Village of Aniak	The Village of Aniak will receive funding to start and operate the area's first tribal transit program, which will provide daily scheduled service to major destinations including schools, the regional health clinic, and the airport that connects to Anchorage, Bethel, and Fairbanks. The project will include purchase of an accessible van and operational costs.	\$ 221,659
AK	Healy Lake Village	Healy Lake Village will receive funding to purchase and operate an accessible, all-weather van to provide a new transit service in Healy Lake and to the hub communities of Fairbanks and Delta Junction. The service will provide access to groceries, healthcare, mental health services, and other key amenities.	\$ 213,127
MT	Chippewa Cree Tribe	The Chippewa Cree Tribe will receive funding to fund operations of the Rocky Boy Tribal Transit Program, which provides connections to schools, work, government services, healthcare, and grocery shopping.	\$ 206,326

Fiscal Year 2023 Tribal Transit Project (5/5)

State	Project Sponsor	Project Description	Funding (\$M)
OK	Choctaw Nation of Oklahoma	The Choctaw Nation will receive funding to purchase an electric vehicle and associated charging infrastructure for a pilot program primarily serving the Durant, OK area. The new service would expand an existing transit route serving key destinations such as tribal headquarters, medical facilities, and childcare facilities.	\$ 200,000
WI	Lac Courte Oreilles Band of Lake Superior Chippewa Indians of WI	The Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin will receive funding to purchase a replacement shuttle equipped with a wheelchair lift. The new vehicle will allow for accessible and reliable transit for members needing accommodation.	\$ 150,000
AZ	Kaibab Band of Paiute Indians	The Kaibab Band of Paiute Indians will receive funding to purchase two new vehicles to replace aging vehicles, improving system safety and reliability. The vehicles will provide improved service to medical appointments, tribal functions, and other key destinations.	\$ 116,800
NY	Oneida Indian Nation	The Oneida Indian Nation will receive funding to support a planning study for the new Oneida Indian Nation Transit System (OINTS) public transit system. The project will expand services to underserved and disadvantaged communities.	\$ 25,000
NY	Seneca Nation of Indians (SNI)	Seneca Nation will receive funding to conduct a feasibility study for a proposed circulator transportation system. The proposed circulator route would provide public transit for members, visitors, and rural disadvantaged communities.	\$ 25,000
OK	Iowa Tribe of Oklahoma	The Iowa Tribe of Oklahoma will receive funding to begin development of a new transit planning project. The new transit system will provide regular shuttle service to members of the tribe and fill the need for transport to places of employment, medical facilities, and education opportunities throughout the county.	\$ 25,000
WI	Bad River Band of Lake Superior Tribe of Chippewa Indians	The Bad River Band of Lake Superior Tribe of Chippewa Indians will receive funding to begin planning a transition to low-emission and electric bus fleet, fulfilling its 2023 Ten-Year Transit Strategic Plan.	\$ 25,000

Ferry Service for Rural Communities (1/4)

Key Facts

Funding Type:
New

Funding Pool:
\$2 billion

Period of Availability:
To be determined

Funding Mechanism:
Grant

Administrating Entity:
Federal Transit Administration
(Department of Transportation)

Federal Cost Share:
Varies

Funding Objective

- To make federal resources available to states to ensure basic essential ferry service is provided to rural areas
- Funding is allocated to projects on a competitive basis, from proposals submitted to FTA in response to Notices of Funding Opportunities
- The law provides funding of \$200 million every year and authorizes an additional \$200 million per year in funding subject to annual appropriations

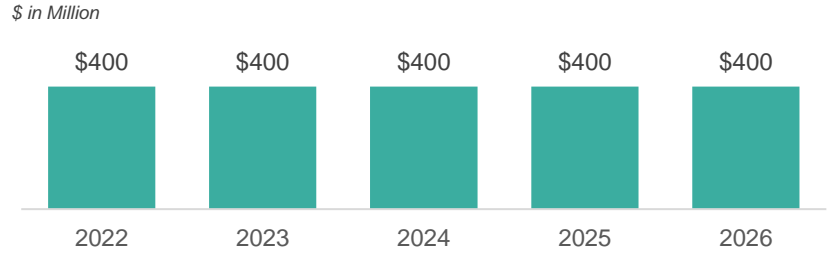
Use of Funds

- Capital and operating assistance for a ferry service that operated a regular schedule at any time during the five-year period ending March 1, 2020 and served not less than two rural areas located more than 50 sailing miles apart

Eligible Recipients / Entities

- ✓ All states or territories or tribal governments in the U.S.

Funding by Year



Milestone

Announced funding to 23 projects for FY23

Ferry Service for Rural Communities – NOFO 2022 (2/4)

Overview

- FTA announced opportunity to apply for \$295 million of which approximately \$209 million is for the Rural Ferry Program
- FTA may award additional funding made available to the program prior to the announcement of project selections
- Additionally, the FY22 Consolidated Appropriations Act appropriated an additional \$12 million that may be allocated to passenger ferry service that
 - Serves at least two rural areas with a single segment over 20 miles between the two rural areas
 - Not otherwise eligible for funding under the Passenger Ferry Program

Eligible Applicants & Projects

Eligible Recipients are:

- Includes passenger ferry service that operated a regular schedule at any time between March 1, 2015, and March 1, 2020
 - Operated at least one segment between two rural areas located more than 50 sailing (nautical) miles apart
- For the \$12 million appropriated in the Consolidated Appropriations Act, 2022, eligible service also includes
 - Passenger ferry service that operated a regular schedule at any time between March 1, 2015 and March 1, 2020
 - Operated at least one segment more than 20 sailing (nautical) miles between two rural areas

Eligible Projects are:

- Capital, operating, or planning assistance to states and territories for ferry service to rural areas
- Includes the purchase, construction, replacement, or rehabilitation of ferries, terminals, related infrastructure and related equipment

Key Date



Proposal Submission Date: September 6, 2022

Key Program Requirements

Funding Restrictions:

- Shall not be attributed to an urbanized area for purposes of apportioning funds
- An eligible service that receives funds from a state under the Rural Ferry Program shall not receive funds that are
 - Apportioned under apportionment of appropriations for formula grants and state of good repair grants, United States Code, in the same fiscal year
- Cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to the posting of project selections on FTA's website and the corresponding issuance of pre-award authority
- Allowable direct and indirect expenses must be consistent with the government-wide uniform administrative requirements, cost principles and audit requirements for federal awards

Other Requirements:

- Applicants are encouraged to identify scaled funding options in case insufficient funding is available to fund a project at the full requested amount
- The applicant must provide a clear explanation of how the project budget would be affected by a reduced award
 - FTA may award a lesser amount whether or not a scalable option is provided

Cost Sharing:

- The maximum federal share for capital projects selected under each program is 80% of the net project cost
- The maximum federal share for operating projects selected under the Rural Ferry Program is 50%
- The maximum federal share for planning projects selected under the Rural Ferry Program is 80%

Appropriation of Funds

- BIL provides an advance appropriation of \$200 million in FY22 as:
 - \$3 million is for FTA oversight
 - \$20,000 is transferred to the Office of the Inspector General (OIG)
 - \$196 million is available for award

Ferry Service for Rural Communities – NOFO 2023 (3/4)

Overview

- FTA announced opportunity to apply for \$220 million of which approx. \$170 million is for the Rural Ferry Program and \$50 million for Passenger Ferry program
- FTA may award additional funding made available to the program prior to the announcement of project selections
- Additionally, the FY23 Consolidated Appropriations Act appropriated an additional \$17 million that may be allocated to passenger ferry service that:
 - Serves at least two rural areas with a single segment over 20 miles between the two rural areas
 - Not otherwise eligible for funding under the Passenger Ferry Program

Eligible Applicants & Projects

Eligible Recipients:

- Include passenger ferry service that operated a regular schedule at any time between March 1, 2015, and March 1, 2020
 - Operated at least one segment between two rural areas located more than 50 sailing (nautical) miles apart
- For the \$17.5 million appropriated in the Consolidated Appropriations Act, 2023, eligible service also includes:
 - Passenger ferry service that operated a regular schedule at any time between March 1, 2015, and March 1, 2020
 - Operated at least one segment more than 20 sailing (nautical) miles between two rural areas

Eligible Projects include:

- Capital, operating or planning assistance to states and territories for ferry service to rural areas
- The purchase, construction, replacement or rehabilitation of ferries, terminals, related infrastructure and related equipment

Key Date



Proposal Submission Date: July 17, 2023

Key Program Requirements

Funding Restrictions:

- Shall not be attributed to an urbanized area for purposes of apportioning funds
- An eligible service that receives funds from a state under the Rural Ferry Program shall not be attributed to an urbanized area for purposes of apportioning funds for formula grants and state of good repair grants, United States Code, in the same fiscal year
- Cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to the posting of project selections on FTA's website and the corresponding issuance of pre-award authority
- Allowable direct and indirect expenses must be consistent with the government-wide uniform administrative requirements, cost principles and audit requirements for federal awards

Other Requirements:

- Applicants are encouraged to identify scaled funding options in case insufficient funding is available to fund a project at the full requested amount
- The applicant must provide a clear explanation of how the project budget would be affected by a reduced award
 - FTA may award a lesser amount whether or not a scalable option is provided

Cost Sharing:

- The maximum federal share for capital projects selected under each program is 80% of the net project cost
- The maximum federal share for planning projects selected under the Rural Ferry Program is 80%
- There is no maximum federal share for operating projects selected under the Rural Ferry Program in FY23

Appropriation of Funds

- BIL provides an advance appropriation of \$200 million in FY23 as:
 - \$3 million is for FTA oversight
 - \$20,000 is transferred to the USDOT Office of the Inspector General
 - \$152 million is available for award

Ferry Service for Rural Communities Program – FY22 & 23 (4/4)

Top 10 Projects		
Project Sponsors	Funding	Description
Alaska Department of Transportation & Public Facilities (DOT&PF)	\$72 million	To modernize four Alaska Marine Highway System (AMHS) vessels, ensuring reliable service, improving state of good repair, and continuing quality transit services
Alaska Department of Transportation & Public Facilities (DOT&PF)	\$68 million	To build a new ferry to replace a nearly 60-year-old vessel. The new vessel, which will feature a diesel-electric propulsion system, will serve rural Southwest Alaska
Alaska Department of Transportation & Public Facilities (DOT&PF)	\$45 million	To upgrade the dock infrastructure in five rural Alaskan communities. The upgrades will allow ferries to continue service to three small, disadvantaged, rural communities and two rural hub communities, including replacing 40-year-old infrastructure at the Auke Bay Ferry Terminal
Alaska Department of Transportation & Public Facilities (DOT&PF)	\$45 million	To operate the Alaska Marine Highway System, which runs 3,500 miles and serves 35 communities that face low transportation access and high transportation costs
Alaska Department of Transportation & Public Facilities (DOT&PF)	\$9 million	To plan for the replacement of aging ferry vessels with diesel-electric hybrid vessels and develop the functional design of a new vessel
Michigan Department of Transportation	\$7 million	To buy 16 new light rail vehicles to replace older vehicles that exceeded their useful life. This project will improve the agency's state-of-good repair needs and service reliability for the region's 1.7 million residents
Maine Department of Transportation	\$5 million	To maintain and operate the Maine State Ferry Service. The funding will support safe, reliable, and sustainable ferry service to six island communities in mid-coast and down east Maine
North Carolina Department of Transportation - Ferry Division	\$1 million	To modernize the NCDOT Manns Harbor Shipyard paint facility, increasing safety and bringing it up to a state of good repair. Modernization work at the shipyard

Rail Vehicle Replacement Grants (1/4)

Key Facts

Funding Type:

New

Funding Pool:

\$1 billion

Period of Availability:

Year of apportionment plus three years

Funding Mechanism:

Competitive Grant

Administrating Entity:

Federal Transit Administration
(Department of Transportation)

Additional Details:

Set-aside from the State of Good Repair Program

Funding Objective

- Consists of capital projects for the replacement of rail rolling stock:
 - Not more than three new competitive awards to eligible projects may be announced each fiscal year
 - FTA may select projects for multi-year awards

Use of Funds

- Projects that maintain, rehabilitate, and replace capital assets including rail rolling stock, as well as projects that implement transit asset management plans

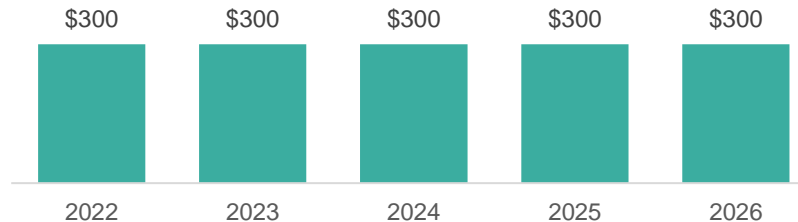
Eligible Recipients / Entities



State and local government authorities in the U.S.

Funding by Year

\$ in Million



Milestone

Released NOFO for
FY24 in October
2023

Rail Vehicle Replacement Program Grants (RVRP) – NOFO 2023 (2/4)

Overview

- FTA announced \$600 million for FY22 and FY23 competitive grants under the RVRP
- The RVRP makes funding available to help fund capital projects to replace rail rolling stock and provides funding to state and local governmental authorities
- The program supports FTA's priorities and objectives through investments that: (1) renew our transit systems, (2) advance racial equity, (3) connect communities, and (4) reduce greenhouse gas emissions

Application Criteria

- Demonstration of Need
 - Applications will be evaluated based on the quality and extent to which they demonstrate how the proposed project will address an unmet need for capital investment in rail vehicles
 - Applicants must provide information on the age, condition and performance of the rail vehicles to be replaced
- Demonstration of Benefits
 - Evaluate the potential for projects to improve the safety of transit system
 - Evaluate the benefits of reducing breakdowns and service interruptions, increasing service performance and reliability and reducing the cost of maintaining outdated vehicles
 - Evaluate the potential for projects to improve access and mobility for persons with disabilities, including wheelchair users
- Planning and Local/Regional Prioritization
 - Assess whether the project is consistent with the transit priorities identified in the long-range transportation plan and STIP/TIP
- Local Financial Commitment
 - Identify the sources of funding for the total eligible vehicle replacement project cost and the local cost share, and describe whether such funds are currently available for the project or will need to be secured if the project is selected for funding
- Project Implementation Strategy
 - Evaluated based on the extent to which the project is ready to implement within a reasonable period of time and whether the applicant's proposed implementation plans are reasonable & complete

Eligible Applicants, Cost Sharing & Eligible Projects

Eligible Applicants :

- State and local government authorities in urbanized areas (UZAs) that are eligible for State of Good Repair Formula Funding

Cost Sharing/Matching :

- The competitive grants for RVRP funding may be up to 50% of the total eligible project cost
- Other federal funding, including FTA funding, such as State of Good Repair Program formula funding, may be applied for the project up to a maximum 80% federal share of eligible project costs
- Eligible sources of non-federal matching funds include:
 - Cash from non-governmental sources other than revenues from providing transit services
 - Undistributed cash surpluses, replacement or depreciation cash funds, reserves available in cash, or new capital
 - In-kind contributions integral to the project
 - Revenue bond proceeds for a capital project, with prior FTA approval
 - Transportation development credits

Eligible Projects :

- Projects which replaces of rail rolling stock
 - Revenue service, passenger carrying vehicles, or propulsion vehicles necessary for the provision of rail public transportation
 - Rail vehicles can include commuter rail, heavy rail and light rail vehicles

Funding Restrictions :

- Funds made available under this NOFO cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to the posting of project selections on FTA's website and the corresponding issuance of pre-award authority
- Allowable direct and indirect expenses must be consistent with the government-wide uniform administrative requirements, cost principles and audit requirements for federal awards

Rail Vehicle Replacement Program Grants (RVRP) – (3/4)

Top 10 Projects		
Project Sponsors	Funding	Description
Chicago Transit Authority (CTA)	\$200 million	To buy up to 300 new electric propulsion passenger railcars to replace older rail cars, operating since the 1980s. This project will improve CTA's state of good repair needs as the average age of its rail fleet is nearly 40 years old
Bi-State development agency of the Missouri –Illinois Metropolitan District	\$196 million	To replace up to 48 light rail vehicles that have exceeded or are near the end of their useful life. This project will improve service reliability and state of good repair needs
Great Cleveland Regional Transit Authority	\$130 million	To buy 60 new light rail and heavy rail vehicles to replace older vehicles that can operate on both systems, eliminating the need for GCRTA to run two separate fleets. This project will improve system reliability and safety and enhance the agency's operational flexibility
South Florida Regional Transportation Authority	\$72 million	To replace approximately 24 rail vehicles (or 32% of its fleet). The funding will support new locomotives and passenger cars, that have exceeded or are near the end of their useful life. This project will ensure safe, reliable and efficient transportation for Tri-Rail's 12,500 daily riders
Utah Transit Authority	\$60 million	To buy 20 new light rail vehicles to replace older vehicles. The project will improve service reliability, safety and significantly improve the accessibility for riders by allowing direct access
Sacramento Regional Transit District	\$45 million	To buy 16 new light rail vehicles to replace older vehicles that exceeded their useful life. This project will improve the agency's state-of-good repair needs and service reliability for the region's 1.7 million residents

Rail Vehicle Replacement Program Grants (RVRP) – NOFO 2024 (4/4)

Overview

- FTA announced \$197 million for fiscal year 2024 competitive grants under the RVRP. FTA may also commit up to \$600 million in FY 2025 and FY 2026 funding towards projects selected in FY 2024
- The RVRP makes funding available to help fund capital projects to replace rail rolling stock and provides funding to state and local governmental authorities
- FY 2023 NOFO, FTA received 18 eligible proposals from 13 states. FTA selected six projects in six states, allocating \$703 million

Application Review Criteria

- Demonstration of Need
 - Applications will be evaluated based on the quality and extent to which they demonstrate how the proposed project will address an unmet need for capital investment in rail vehicles
 - Applicants must provide information on the age, condition and performance of the rail vehicles to be replaced
- Demonstration of Benefits
 - Evaluate the potential for projects to improve the safety of transit system
 - Evaluate the benefits of reducing breakdowns and service interruptions, increasing service performance and reliability and reducing the cost of maintaining outdated vehicles
 - Evaluate the potential for projects to improve access and mobility for persons with disabilities, including wheelchair users
- Planning and Local/Regional Prioritization
 - Assess whether the project is consistent with the transit priorities identified in the long-range transportation plan and STIP/TIP
- Local Financial Commitment
 - Identify the sources of funding for the total eligible vehicle replacement project cost and the local cost share, and describe whether such funds are currently available for the project or will need to be secured if the project is selected for funding
- Project Implementation Strategy
 - Evaluated based on the extent to which the project is ready to implement within a reasonable period of time and whether the applicant’s proposed implementation plans are reasonable & complete

Eligible Applicants, Cost Sharing & Eligible Projects

Eligible Applicants :

- States and local governmental authorities

Cost Sharing/Matching :

- The competitive grants for RVRP funding may be up to 50% of the total eligible project cost
- Other federal funding, including FTA funding, such as State of Good Repair Program formula funding, may be applied for the project up to a maximum 80% federal share of eligible project costs
- Eligible sources of non-federal matching funds include:
 - Cash from non-governmental sources other than revenues from providing transit services
 - Monies received under a service agreement with a State or local social service agency or private social service organization
 - Non-farebox revenues from the operation of public transportation service, such as the sale of advertising and concession
 - Undistributed cash surpluses, replacement or depreciation cash funds, reserves available in cash, or new capital

Eligible Projects :

- Projects including replacement of rail rolling stock
 - Revenue service, passenger carrying vehicles, or propulsion 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

Funding Restrictions :

- Funds made available under this NOFO cannot be used to reimburse applicants for otherwise eligible expenses incurred prior the publication of this NOFO in the Federal Register, which is when Pre-Award authority begins
- Allowable direct and indirect expenses must be consistent with the government-wide uniform administrative requirements, cost principles and audit requirements for federal awards

Due Date: December 18, 2023

Strengthening Mobility & Revolutionizing Transportation Grants (SMART)

Key Facts

Funding Type:
New

Funding Pool:
\$500 million

Period of Availability:
Available until expended

Funding Mechanism:
Competitive Grant

Administrating Entity:
Office of the Secretary
(Department of Transportation)

Additional Details:
Awards 40% to large communities, 30% to midsize communities and 30% to rural communities

Funding Objective

- Provides supplemental funding grants to rural, midsized and large communities to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety

Use of Funds

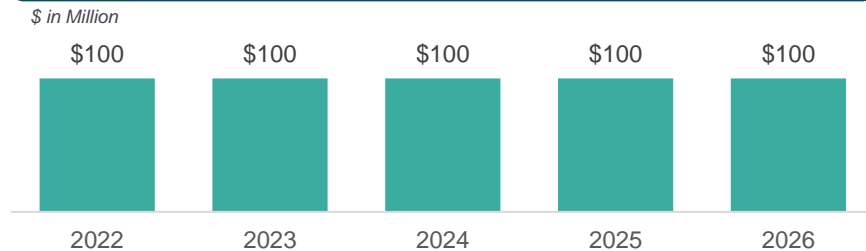
- Project that demonstrates at least one of the following:
 - Coordinate automation
 - Connected vehicles
 - Intelligent, sensor-based infrastructure
 - Systems integration
 - Commerce delivery and logistics
 - Leveraging use of innovative aviation technology
 - Smart grid

Eligible Recipients / Entities



A state, a political subdivision of a state, a Tribal government, a public transit agency or authority, a public toll authority, a metropolitan planning organization and a group of 2 or more eligible entities

Funding by Year



Announced funding to 59 projects for FY22

SMART – NOFO 2022 (2/4)

Overview

- Authorized and appropriated \$100 million to be awarded by the Department of Transportation (DOT) for FY22 for the SMART Grants Program
- The purpose of the program is to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety
- Funds projects that are focused on using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector

Application Criteria

Application Criteria

- Technical Merit Selection Criteria
 - Identification and understanding of the problem to be solved
 - Appropriateness of proposed solution
 - Expected benefits
- Project Readiness Selection Criteria
 - Feasibility of workplan
 - Community engagement and partnerships
 - Leadership and qualifications
- Benefit to Historically Disadvantaged Communities

Review and Selection Process

- Eligibility Review: assess whether the applicant is eligible and contains all the information requested in Section D for a complete application
- Technical Merit and Project Readiness Criteria Ratings: USDOT will consider whether the application narrative is responsive to the selection criterion focus areas which will result in a rating of high, medium, low or non-responsive
- Senior Review Team (SRT) Phase: SRT will review whether the list of “highly recommended” applications is sufficient to ensure that of the funds awarded each fiscal year for the program
- Highly Rated Applications for USDOT Secretary’s Review: Secretary’s selections identify the applications that best address program requirements and are most worthy of funding

Eligible Applicants, Cost Sharing & Eligible Projects

Eligible Applicants :

- A state or political subdivision of a state
- A federally recognized Tribal government
- A public transit agency, authority or public toll authority
- A metropolitan planning organization

Cost Sharing/Matching :

- Not required for stage I: planning and prototyping

Eligible Projects :

- Coordinated automation
- Connected vehicles
- Intelligent, sensor-based infrastructure
- Systems integration
- Commerce delivery and logistics
- Leveraging use of innovative aviation technology
- Smart technology traffic signals

Eligible Costs :

- Planning and feasibility analyses
- Revenue forecasting and environmental review
- Preliminary engineering and design work
- Systems development or information technology work
- Acquisition of real property
- Construction, reconstruction, rehabilitation and replacement
- Environmental mitigation and construction contingencies

Funding Restrictions :

- Not more than 40% shall be used to provide SMART grants for eligible projects that primarily benefit large communities
- Not more than 30% shall be provided for eligible projects that primarily benefit midsized communities
- Not more than 30% shall be used to provide SMART grants for eligible projects that primarily benefit rural communities or regional partnerships

Strengthening Mobility & Revolutionizing Transportation (SMART) (3/4)

Top Projects		
Project Sponsors	Funding	Description
City of Los Angeles	\$2 million	Create a digital inventory of physical curb lane assets to improve management of the curb lane in Downtown Los Angeles
Los Angeles County Metropolitan Transportation Authority	\$2 million	Integrate transit trip-planning with the event ticketing process through an adaptable web program for safe access to events in Los Angeles, including the upcoming Olympic and Paralympic Games
Connecticut Department of Transportation	\$2 million	Develop a statewide multimodal public transit fare payment application
City of Detroit	\$2 million	Create smart intersections by leveraging existing traffic camera network to deploy AI software solutions which can predict and prevent traffic accidents in Detroit
Road Commission for Oakland County	\$2 million	Create a framework for deploying C-V2X in a sustainable manner
New Jersey Department of Transportation	\$2 million	Mitigate wrong-way driving events using sensors in New Jersey
Regional Transportation Commission of Southern Nevada	\$2 million	Prototype a cloud-based signal timing optimization system that supports emergency vehicle preemption, transit signal priority and AI analytics in the Las Vegas region
New York State Metropolitan Transportation Authority	\$2 million	Implement a wayfinding application to allow visually impaired New York subway and bus customers to safely navigate their entire public transit trip
City of Philadelphia	\$2 million	Digitize street, sidewalk and curbside space and develop an online application to communicate Right-of-Way information to users
Metropolitan Government of Nashville-Davidson County	\$2 million	Use LiDAR and camera technologies at key intersections to understand near misses in Nashville
Harris County	\$2 million	Study and implement a user dashboard to alert residents in flood prone areas of Harris County
Central Puget Sound Regional Transit Authority	\$2 million	Leverage smart sensing infrastructure and upgraded traffic signals to address safety at at-grade crossings and multimodal efficiency at signalized intersections in the Rainier Valley
San Francisco Municipal Transportation Agency	\$2 million	Create and disseminate a digital curb inventory throughout San Francisco that includes location-specific and up-to-date

SMART – NOFO 2023 (4/4)

Overview

- Authorized and appropriated \$100 million to be awarded by the Department of Transportation (DOT) for FY23 for the SMART Grants Program
- The purpose of the program is to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety
- Funds projects that are focused on using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector

Application Criteria

Application Criteria

- Technical Merit Selection Criteria
 - Identification and understanding of the problem to be solved
 - Appropriateness of proposed solution
 - Expected benefits
- Project Readiness Selection Criteria
 - Feasibility of workplan
 - Community engagement and partnerships
 - Leadership and qualifications
- Benefit to Historically Disadvantaged Communities

Review and Selection Process

- Eligibility Review: assess whether the applicant is eligible and contains all the information requested in Section D for a complete application
- Technical Merit and Project Readiness Criteria Ratings: USDOT will consider whether the application narrative is responsive to the selection criterion focus areas which will result in a rating of high, medium, low or non-responsive
- Senior Review Team (SRT) Phase: SRT will review whether the list of “highly recommended” applications is sufficient to ensure that of the funds awarded each fiscal year for the program
- Applications for USDOT Secretary’s Review: Secretary’s selections identify the applications that best address program requirements and are most worthy of funding

Eligible Applicants, Cost Sharing & Eligible Projects

Eligible Applicants :

- A state or political subdivision of a state
- A federally recognized Tribal government
- A public transit agency, authority or public toll authority
- A metropolitan planning organization

Cost Sharing/Matching :

- Not required for stage I: planning and prototyping

Eligible Projects :

- Coordinated automation
- Connected vehicles
- Intelligent, sensor-based infrastructure
- Systems integration
- Commerce delivery and logistics
- Leveraging use of innovative aviation technology
- Smart technology traffic signals

Eligible Costs :

- Planning and feasibility analyses
- Revenue forecasting and environmental review
- Preliminary engineering and design work
- Systems development or information technology work
- Acquisition of real property
- Construction, reconstruction, rehabilitation and replacement
- Environmental mitigation and construction contingencies

Funding Restrictions :

- Not more than 40% shall be used to provide SMART grants for eligible projects that primarily benefit large communities
- Not more than 30% shall be provided for eligible projects that primarily benefit midsized communities
- Not more than 30% shall be used to provide SMART grants for eligible projects that primarily benefit rural communities or regional partnerships

Estimated Federal Public Transportation Formula Funding

Funding Details for FY22 to FY26 (Millions in \$)

State	FY22	FY23	FY24	FY25	FY26	Total
New York	2,156	2,197	2,250	2,293	2,347	11,243
California	1,962	2,001	2,052	2,093	2,144	10,252
New Jersey	855	872	894	911	934	4,466
Illinois	854	871	892	909	930	4,456
Texas	649	662	680	694	711	3,396
Pennsylvania	614	626	641	653	669	3,203
Massachusetts	536	547	560	571	584	2,799
Florida	528	538	552	564	578	2,760
Washington	368	376	385	393	402	1,924
Maryland	354	361	370	377	387	1,849
District of Columbia	301	307	314	319	326	1,568
Georgia	280	286	293	299	306	1,464
Ohio	260	265	272	278	285	1,360
Connecticut	250	254	261	266	272	1,302
Virginia	236	241	247	252	259	1,235
Michigan	196	201	206	210	215	1,028
Colorado	182	185	190	194	199	950
North Carolina	176	179	184	188	193	920
Arizona	173	176	181	184	189	903
Minnesota	164	167	171	175	179	856
Oregon	152	155	159	162	166	796
Missouri	140	143	146	149	153	732
Indiana	129	131	135	137	141	673
Utah	127	130	133	136	139	665
Tennessee	124	127	130	133	136	651
Wisconsin	115	117	120	122	125	599

Estimated Federal Public Transportation Formula Funding

Funding Details for FY22 to FY26 (Millions in \$)

State	FY22	FY23	FY24	FY25	FY26	Total
Louisiana	92	93	96	98	100	478
Puerto Rico	90	92	95	97	99	473
Nevada	90	91	94	96	98	468
Alaska	78	79	81	82	84	404
Alabama	77	78	80	82	84	402
Kentucky	75	77	79	80	82	394
New Mexico	73	74	76	77	79	379
South Carolina	71	73	75	76	78	373
Oklahoma	68	69	70	72	74	352
Hawaii	60	62	63	64	66	316
Iowa	59	60	61	62	64	305
Rhode Island	56	57	58	59	61	292
Kansas	50	51	52	53	54	259
Maine	48	49	50	51	52	251
Arkansas	47	48	49	50	51	244
Mississippi	42	43	44	44	45	218
West Virginia	37	38	39	40	41	195
Idaho	37	38	39	39	40	194
Nebraska	37	37	38	39	40	191
Delaware	36	36	37	38	39	186
Montana	30	31	32	32	33	158
New Hampshire	24	25	25	26	26	126
South Dakota	24	24	25	25	26	125
North Dakota	21	22	22	22	23	110
Wyoming	18	18	19	19	19	93
Vermont	15	15	15	16	16	77
Total	13,236	13,495	13,832	14,101	14,443	69,113

FY 2022 Funding Apportionments for Selected Programs

(Millions in \$)

State	Urbanized Area and Other Programs*	Formula Grants for Rural Areas and Growing States funds	Appalachian Development Public Transportation Assistance Program	Public Transportation on Indian Reservation
AK	574.5	117.2	-	7.5
AL	246.1	222.8	65.6	0.3
AR	121.2	175.6	-	-
AZ	1,231.3	171.5	-	41.9
CA	17,301.8	389.6	-	2.9
CO	1,315.2	162.9	-	1.0
CT	1,122.3	42.0	-	1.5
DE	-	24.6	-	-
FL	4,354.9	227.5	-	-
GA	2,097.8	306.8	7.8	-
HI	436.1	36.1	-	-
IA	171.4	176.3	-	-
ID	70.3	111.7	-	17.8
IL	7,906.4	236.4	-	-
IN	446.3	228.2	-	-
KS	74.8	159.1	-	1.1
KY	296.0	241.8	23.2	-
LA	502.6	165.2	-	-
MA	5,029.3	52.5	-	0.4
MD	2,012.1	79.1	8.4	-
ME	277.0	100.0	-	0.8
MI	1,248.5	300.9	-	4.5
MN	1,161.4	223.8	-	19.1
MO	1,101.6	253.1	-	-
MS	79.3	202.8	3.3	8.4
MT	-	144.6	-	23.1
NC	1,007.1	385.1	19.0	7.3

Source: Publicly available information

(*) Urbanized Area and Other Programs includes Enhanced Mobility of Seniors & Individuals with Disabilities formula program, State of Good Repair formula program and Bus and Bus Facilities formula program

FY 2022 Funding Apportionments for Selected Programs

(Millions in \$)

State	Urbanized Area and Other Programs*	Formula Grants for Rural Areas and Growing States funds	Appalachian Development Public Transportation Assistance Program	Public Transportation on Indian Reservation
ND	-	7.4	-	1.0
NE	18.3	11.1	-	1.4
NH	2.7	5.7	-	-
NJ	59.0	5.5	-	-
NM	40.4	15.0	-	1.0
NV	70.8	8.9	-	0.2
NY	2,867.6	29.4	0.3	0.5
OH	202.7	33.4	1.3	-
OK	25.0	21.0	-	8.1
OR	123.6	17.5	-	1.0
PA	601.7	31.6	6.3	-
PR	58.0	2.8	-	-
RI	59.6	0.8	-	-
SC	25.9	18.5	0.3	0.5
SD	-	9.2	-	3.1
TN	72.4	26.5	1.5	-
TX	494.6	59.4	-	-
UT	104.7	9.1	-	0.2
VA	57.6	21.2	1.5	-
VT	-	5.6	-	-
WA	812.5	18.1	-	2.4
WI	52.2	22.7	-	2.6
WV	1.2	11.1	2.5	-
WY	-	9.1	-	0.2
Other	-	2.0	-	-
Total	10,769.0	896.3	26.3	35.8

FY 2023 Funding Apportionments for Selected Programs

(Millions in \$)

State	Urbanized Area and Other Programs*	Appalachian Development Public Transportation Assistance Program	State of Good Repair
AK	58.2	-	36.5
AL	25.1	6.7	-
AR	12.2	-	0.5
AZ	125.8	-	14.2
CA	1,765.9	-	650.2
CO	134.8	-	27.4
CT	114.8	-	98.9
DE	-	-	-
FL	445.1	-	77.9
GA	214.2	0.7	85.6
HI	44.5	-	1.4
IA	17.4	-	0.3
ID	6.3	-	-
IL	804.2	-	415.5
IN	44.9	-	4.4
KS	7.7	-	-
KY	30.2	2.3	-
LA	51.2	-	7.5
MA	516.1	-	237.4
MD	-	0.8	96.8
ME	27.7	-	13.1
MI	115.7	-	3.1
MN	118.5	-	31.7
MO	112.2	-	27.0
MS	8.0	0.3	-
MT	-	-	-
NC	97.6	1.9	4.3

FY 2023 Funding Apportionments for Selected Programs

(Millions in \$)

State	Urbanized Area and Other Programs*	Appalachian Development Public Transportation Assistance Program	State of Good Repair
ND	-	-	-
NE	18.9	-	-
NH	2.8	-	-
NJ	37.3	-	283.9
NM	-	-	13.5
NV	72.0	-	4.3
NY	2,867.0	0.2	1,159.1
OH	185.1	1.3	43.9
OK	24.5	-	-
OR	127.0	-	41.7
PA	599.2	6.4	279.7
PR	54.4	-	11.1
RI	59.9	-	9.4
SC	8.6	0.2	-
SD	-	-	-
TN	67.2	1.4	6.3
TX	442.9	-	78.4
UT	106.6	-	36.1
VA	58.7	1.5	4.9
VT	-	-	-
WA	293.9	-	109.7
WI	48.9	-	2.2
WV	4.8	2.5	1.2
WY	-	-	-
Other	534.2	-	264.6
Total	10,977.6	26.2	4,183.7

Public Transit Projects in Procurement

Project	Description	Status Updates
<p>LA Metro Sepulveda Pass \$9.4 billion, DBFOM Los Angeles, CA Status: Preferred Bidder</p>	<ul style="list-style-type: none"> The Sepulveda Pass is a vital regional transportation corridor connecting the San Fernando Valley with the Westside region of Los Angeles. The Sepulveda Corridor is a multi-modal project that integrates transit technology and a four-lane HOT highway. Traffic would be routed through a new tunnel which would provide an alternative to the congested I-405 	<ul style="list-style-type: none"> Apr-2021 – Released five alternatives to study for Sepulveda Transit Corridor Aug-2021 – Issued notices to officially begin pre-development work
<p>MTA NYC Subways Upgrade P3 \$351 million, DBFM New York, NY Status: Financial Close</p>	<ul style="list-style-type: none"> Metropolitan Transportation Authority is seeking private partner to design, build, finance and maintain the 13 New York City subway station upgrades, which will include new elevators, path-of-travel improvements and associated state of good pair work 	<ul style="list-style-type: none"> Dec-2022 – Awarded the project to a joint venture of Halmar International and ASTM North America May-2023 – Reached Financial Close
<p>Miami-Dade Bus Terminal DBF P3 DBF Miami-Dade County, FL Status: RFP</p>	<ul style="list-style-type: none"> The Miami-Dade County is considering a public-private partnership to redevelop Miami's bus terminal. The overall project consists of the repositioning of key sites in Miami's approximately 28-acre government center. The project could include up to 18 million square feet, in building heights up to 80 stories, which could include office, retail, hotel, educational and healthcare properties 	<ul style="list-style-type: none"> Aug-2022 – Industry Day Feb-2023 – Issued RFP (Response due July 10, 2023)
<p>Minnesota Highway 36 Corridor Bus Rapid Transit System \$100 million Minnesota, Washington Schedule: Medium-Term</p>	<ul style="list-style-type: none"> The project involves the development of a bus transit system project located in Minnesota along a 27-mile stretch of the Highway 36 corridor. The bus rapid transit system extends 27 miles between the Stillwater, Oak Park Heights, and Bayport and Downtown Minneapolis. The project will improve travel options for Washington, Ramsey, and Hennepin County residents, businesses and visitors 	<ul style="list-style-type: none"> Jun-2021 – Study of the potential for transit improvements in the Highway 36 corridor
<p>New York and New Jersey Midtown Bus Terminal New Jersey, New York Schedule: Medium-Term</p>	<ul style="list-style-type: none"> The project involves the re-development of midtown bus terminal in New York and New Jersey. The proposed new plan includes a storage and staging facility that removes commuter buses from street-level storage lots and accommodates intercity buses that currently pick up and drop off riders on city streets in the vicinity of the existing terminals 	<ul style="list-style-type: none"> Jun-2021 – Launched Federal Environment Review Process
<p>Columbus Multi-Corridor Rapid Transit City of Columbus, OH Schedule: Medium-Term</p>	<ul style="list-style-type: none"> The project includes development of six corridors, each spanning tens of miles, consisting of "high capacity and advanced rapid transit" infrastructure along with pedestrian improvements and smart mobility-oriented technologies. The project's goal is to improve traffic congestion, expand transit options for residents and provide new mobility options 	<ul style="list-style-type: none"> Aug-2020 – Reviewing RFQs received for an engineering and planning consultant
<p>Penn Station Revitalization P3 \$6 billion New York, NY Schedule: Medium-Term</p>	<ul style="list-style-type: none"> The project will have the number of stairways, elevators and escalators to platforms, create a new main concourse on the east side of the building and improve and enlarge pedestrian entrances and put train boarding and public functions and amenities all on one floor 	<ul style="list-style-type: none"> Jun-2023 – ASTM North America-led consortium unveiled plans to use PPP for the project

Planned Capital Improvements for Potential P3s – Public Transit

	Project Description	Cost and Funding Plan (if available)	Actions taken to-date / additional commentary
California			
SacRT Bus Stop Improvement Plan	<ul style="list-style-type: none"> SacRT is partnering with Civic Thread, a local non-profit planning and advocacy organization, to complete a Bus Stop Improvement Plan for the SacRT service area, which includes the cities of Citrus Heights, Elk Grove, Folsom, Elk Grove, Rancho Cordova and Sacramento and Sacramento County. This plan will create a comprehensive list of necessary and desired improvements to bus stops, amenities and supporting pedestrian infrastructure 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Summer and Fall 2022 - Community Engagement
29 Sunset Improvement Project	<ul style="list-style-type: none"> The San Francisco Municipal Transportation Agency is relaunching the 29 Sunset Improvement Project to enhance the high-volume bus route. The goal of the project is to reduce buses passing passengers at transit stops due to overcrowding and to improve travel time. While called the 29 Sunset, the route travels through multiple neighborhoods, including in the Ingleside, Lakeshore and Excelsior neighborhoods. The bus makes stops near several schools within a quarter mile, such as City College of San Francisco, Archbishop Riordan High School and Lick-Wilmerding High School. It carried approximately 18,800 passengers per day before the pandemic 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Specific funding resources have not been identified
San Gabriel Valley Transit Feasibility Study	<ul style="list-style-type: none"> The San Gabriel Valley Council of Governments (SGVCOG) – in partnership with Los Angeles Metro (Metro) – is conducting a feasibility study to evaluate and improve mobility in the San Gabriel Valley. The study will evaluate short- and long-term transit options designed to enhance communities and the lives of residents, commuters and visitors, with a focus on our most vulnerable populations: transit-dependent populations and equity-focus communities constrained by existing transportation systems 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> No Information Available

Planned Capital Improvements for Potential P3s – Public Transit

	Project Description	Cost and Funding Plan (if available)	Actions taken to-date / additional commentary
California			
North San Fernando Valley Transit Corridor Project	<ul style="list-style-type: none"> The new approach, called the BRT Network Improvements, is the result of extensive outreach and Metro Board direction following prior studies and the completion of an Alternatives Analysis for a single-line Bus Rapid Transit (BRT) project in 2019. The BRT Network Improvements would provide the following benefits: Faster, more frequent and more reliable bus service, Improved connections to the regional transit network, Better access to important destinations across the region, More transit to meet growing demand and Enhanced bus stops 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> June-2022 - Community Meetings Scheduled

Zero Emission Bus Depot in Yuba-Sutter Area	<ul style="list-style-type: none"> The project modernizes and expands zero-emissions bus infrastructure. The new transit facility will also have capacity for solar power generation to meet the zero-emission bus fleet energy needs, charging infrastructure installation and micro-mobility services 	<ul style="list-style-type: none"> Total Cost - \$43 million Funding - \$15 million 	<ul style="list-style-type: none"> No Information Available
Colorado			
Multimodal Transit station Project	<ul style="list-style-type: none"> The Town of Snowmass Village will construct a multimodal transit station that will improve operations for regional and local buses. The station will include accessibility features and safety measures addressing future pedestrian and vehicle touchpoints and bike and pedestrian improvements 	<ul style="list-style-type: none"> Funding - \$14 million 	<ul style="list-style-type: none"> Project supported by CDOT's 10-Year Plan

Planned Capital Improvements for Potential P3s – Public Transit

	Project Description	Cost and Funding Plan (if available)	Actions taken to-date / additional commentary
Connecticut			
Proposed expansion of the Water Street parking garage	<ul style="list-style-type: none"> The project proposed in New London includes the garage expansion, a transit hub for Southeast Area Transit District buses to be moved off Water Street and space for the city's new NL Smart Ride commuter bus initiative. The grant would also help fund a restoration project planned at Union Station as well as the development of Cross Sound Ferry's new high speed ferry terminal 	<ul style="list-style-type: none"> Funding Sought - \$25 million 	<ul style="list-style-type: none"> \$21 million of the funding would go toward the garage expansion and related projects in the garage
District of Columbia			
Georgia Avenue NW Bus Priority Project	<ul style="list-style-type: none"> DDOT is launching the Georgia Avenue from Barry PI to Kansas Ave NW Bus Priority Project, which will improve bus operations and safety along this corridor. Georgia Avenue is a vital corridor with large bus ridership numbers, linking residents to higher education, healthcare, local businesses and Metrorail. DDOT will engage with community members in the coming months, conduct site visits, perform data analysis and coordinate with other agencies to identify ways to improve bus service, access to bus stops and safety along the corridor 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> No Information Available
Georgia			
MARTA's Alpharetta bus service expansion project	<ul style="list-style-type: none"> MARTA executives talked through plans to build four new bus transit stations along new express lanes of Ga. 400. The stations will be located along Ga. 400 near Holcomb Bridge Road, North Point Mall, Old Milton Parkway and Windward Parkway. The Georgia Department of Transportation is heading the express lane project, but there have been delays. The department is not expected to choose a contractor for the new express lanes until August of 2023. MARTA Project Manager said despite the delays, MARTA staff is conducting analyses of the areas surrounding the proposed stations and tweaking designs 	<ul style="list-style-type: none"> Total Cost - \$200 million - \$325 million 	<ul style="list-style-type: none"> MARTA has not identified specific funding sources for the project

Planned Capital Improvements for Potential P3s – Public Transit

	Project Description	Cost and Funding Plan (if available)	Actions taken to-date / additional commentary
Illinois			
Stations Improvement (ADA Compliance) Program	<ul style="list-style-type: none"> The Chicago Transit Authority (CTA) announced a new initiative to make all stations in the CTA's system accessible over the next 20 years. It aims to retrofit or rebuild 42 inaccessible rail stations, as well as repairing or replacing 162 elevators throughout the rail system. The ASAP plan includes station concepts, cost estimates and a phased implementation strategy for both adding new elevators/accessibility features while also maintaining the existing stock 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> No Information Available
Kansas			
Transit-oriented development along Prospect bus line	<ul style="list-style-type: none"> The Kansas City Council approved a \$500,000 contract to study reinvestment and development along the Prospect MAX bus route. The contract calls for Gould Evans, an architecture firm in Kansas City, to prepare a strategic plan focused on transit-oriented development stretching north to south from 12th Street to 75th Street along Prospect Avenue 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Funding for development of strategic plan - \$1 million The strategic plan also calls for identifying ways to finance projects along the transit line
Michigan			
Detroit New Center Intermodal Facility	<ul style="list-style-type: none"> The proposed project would combine a station for intercity bus carriers (such as Greyhound, Indian Trails, Miller Transportation, and Barons Bus) with the existing Amtrak train station at M-1 (Woodward Avenue) and Baltimore Street in the New Center neighborhood of Detroit 	<ul style="list-style-type: none"> Estimated Cost: \$57 million Funding: \$10 million 	<ul style="list-style-type: none"> Construction completion by 2026
Nevada			
Maryland Parkway Project	<ul style="list-style-type: none"> Maryland Parkway is a vital corridor for the Las Vegas Valley, extending from the South Strip Transit Terminal in the south to the Las Vegas Medical District in the north. The project will include 50 enhanced transit shelters, shared bus-bike lanes, widened sidewalks and upgraded pedestrian crossings, landscape enhancements and new lighting 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Construction is anticipated to begin in 2023 subject to federal funding availability, with completion in 2025

Planned Capital Improvements for Potential P3s – Public Transit

	Project Description	Cost and Funding Plan (if available)	Actions taken to-date / additional commentary
New Jersey			
Walter Rand Transportation Center Improvement Project	<ul style="list-style-type: none"> The WRTC Improvement Project, seeks to upgrade and enlarge the existing facility to accommodate the development renaissance currently underway in the City of Camden. It is currently contemplated that the project will be constructed on the existing site in Camden. With the emergence of a burgeoning educational and health care corridor in the downtown area and surrounding vicinity, a multi-million-dollar redevelopment of the nearby waterfront is being proposed to the west of downtown and the headquarters for both the Campbell Soup Company and Subaru of America to the east 	<ul style="list-style-type: none"> Total Cost - \$250 million 	<ul style="list-style-type: none"> April 2021 - Issued RFP for design consultant
Renovation of Union City Bus Garage	<ul style="list-style-type: none"> Long term plans calls for demolishing the building and rebuilding a new facility for maintenance and storage of articulated and zero emission buses. The FTA grant also said a public bus depot would be included in the project. That project will create a public bus terminal, install charging and other electric bus infrastructure and build administrative space, according to the grant 	<ul style="list-style-type: none"> Total Cost - \$68 million Funding - \$45 million 	<ul style="list-style-type: none"> No Information Available
Hilton Bus Garage Electrification Project	<ul style="list-style-type: none"> The project in Essex County will implement an overhead pantograph charging system that is both hands-free for increased safety and scalable for mass-charging use 	<ul style="list-style-type: none"> Funding: \$25 million 	<ul style="list-style-type: none"> No Information Available
NJ TRANSIT – Solar Bus Shelters	<ul style="list-style-type: none"> The project will undertake the design of a new, state of the art solar powered, low maintenance bus shelter. The scope is to improve safety by providing solar powered lighting and to develop a practical but aesthetically pleasing shelter design 	<ul style="list-style-type: none"> Funding: \$6 million 	<ul style="list-style-type: none"> No Information Available
New York			
NY Interborough Express	<ul style="list-style-type: none"> The Interborough Express is a transformative rapid transit project that would connect currently underserved areas of Brooklyn and Queens. The project would be built along the existing Bay Ridge Connector and CSX-owned Fremont Secondary, a 14-mile freight line that extends from Bay Ridge, Brooklyn, to Jackson Heights, Queens 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> MTA to begin the environmental review process for the Interborough Express and identify the best mode of transit for the project (heavy rail, light rail or bus rapid transit)

Planned Capital Improvements for Potential P3s – Public Transit

	Project Description	Cost and Funding Plan (if available)	Actions taken to-date / additional commentary
New York			
New Ferry Terminal at Hunter Point South Park Project	<ul style="list-style-type: none"> The project will demolish the current landing and a new larger dock will be built in front of the main boardwalk by the Oval. The new terminal would be able to accommodate vessels carrying up to 350 passengers whereas the current ferry dock can only cater to ferries with 150 passengers 	<ul style="list-style-type: none"> NA 	<ul style="list-style-type: none"> Begin construction in the fall of 2023
Pennsylvania			
Trolley Modernization Program	<ul style="list-style-type: none"> Trolley Modernization refers to the overhaul of the trolley (light rail) network serving Philadelphia and Delaware County. The Philadelphia region has one of the most efficient and largest legacy trolley systems in North America. SEPTA must modernize this network, as the vehicles are almost 40 years old and are nearing the end of their useful life. Modernizing the trolley fleet and upgrading infrastructure will allow the system to become fully ADA accessible 	<ul style="list-style-type: none"> Estimated Cost - \$2 billion 	<ul style="list-style-type: none"> \$430 million for system-wide ADA infrastructure improvements, including elevators in stations and on-street platforms
Bus Rapid Transit Project in City of Pittsburgh	<ul style="list-style-type: none"> The BRT plans to provide bus-only lanes, upgraded stations, ticket vending, real time monitors, shelters, benches dedicated transit lanes, benches, protected bike lanes, improved pedestrian access and signals between Downtown and Oakland 	<ul style="list-style-type: none"> Total Cost - \$291 million 	<ul style="list-style-type: none"> The Uptown/Oakland phase of the BRT is scheduled to start construction in Spring 2024
Bus Network Enhancement Projects	<ul style="list-style-type: none"> The infrastructure improvements include but are not limited to right-of way enhancements including transit priority measures bus end of line facilities, bus wayfinding and enhanced bus stops 	<ul style="list-style-type: none"> Total Cost - \$105 million 	<ul style="list-style-type: none"> 2022 – 2034 - Property Acquisition, Design & Construction
Tennessee			
Downtown Nashville Neighborhood Traffic Project	<ul style="list-style-type: none"> The effort will identify projects, programs and policies to help us better manage Downtown’s increasing congestion and make it easier for people to get around by all modes of transportation. The City will look at traffic and curbside management strategies; transit improvements; walking, rolling and biking projects and Vision Zero safety strategies 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> No Information Available

Planned Capital Improvements for Potential P3s – Public Transit

	Project Description	Cost and Funding Plan (if available)	Actions taken to-date / additional commentary
Texas			
Transit plan development in East Lancaster Corridor	<ul style="list-style-type: none"> Advancing East Lancaster is, at its core, a transit-oriented development plan. The multi-faceted plan is in its early phases, but its long-term goals include increasing access to public transportation, connecting to transit hubs for pedestrian and bike traffic, fixing the street's infrastructure issues and promoting economic development. Proponents of the plan hope to create the kind of Bus Rapid Transit system that will start the cascading effect that beckons independent businesses 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Funding for design phase - \$1 million The drafting of a plan is the only part of the project that's been funded
Virginia			
Richmond Highway BRT - The One	<ul style="list-style-type: none"> The proposed Richmond Highway BRT system will have nine stations, constructed in two sections, and will connect to major employment centers, shopping centers, and residential communities along the Richmond Highway corridor, from Huntington Metrorail Station to Fort Belvoir. The project will include pedestrian and bicycle facilities as well as other amenities to support the proposed system 	<ul style="list-style-type: none"> Total Cost - \$795 million 	<ul style="list-style-type: none"> 2019-2024 - Preliminary Development / Design
Route 1 Multimodal Improvements Study	<ul style="list-style-type: none"> The purpose of this study is to identify enhanced multimodal connectivity and accommodations along and across Route 1 in Crystal City, to meet the changing transportation needs of this growing urban activity center. This study has not set design or construction dates and is being performed in close coordination with Arlington County staff and other local and regional stakeholders 	<ul style="list-style-type: none"> Total Cost - \$180 million (Phase 1) 	<ul style="list-style-type: none"> Sept- 2022 - Refined Concept Design and Cost Estimate
Bus Fleet Replacement Program	<ul style="list-style-type: none"> DASH is responsible for the planning, procurement, purchase, testing, acceptance and maintenance of its active bus fleet. This program provides funding for the purchase of replacement transit buses that enable DASH to operate fixed-route bus service throughout the City of Alexandria 	<ul style="list-style-type: none"> Funding requested - \$112 million Funding Approved - \$80 million 	<ul style="list-style-type: none"> No Information Available

Planned Capital Improvements for Potential P3s – Public Transit

	Project Description	Cost and Funding Plan (if available)	Actions taken to-date / additional commentary
Virginia			
West End Transitway Project	<ul style="list-style-type: none"> The City of Alexandria is implementing a Bus Rapid Transit (BRT) system to provide high-capacity transit service using a combination of dedicated and shared lanes and high-quality stations with rider amenities on the West End. The West End Transitway will connect major transit facilities - Van Dorn Metrorail Station, a new relocated Landmark Mall site transit hub, Mark Center Transit Center, a new Southern Towers transit hub, Shirlington Transit Center and the Pentagon Transit Center - and several neighborhoods along the corridor - Van Dorn/Landmark, a redeveloped Landmark Mall and Beauregard 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Construction is anticipated to begin by 2025 and be completed by 2028
Washington			
I-405, Brickyard to SR 527 Improvement Project	<ul style="list-style-type: none"> The proposed I-405, Brickyard to SR 527 Improvement Project will create a dual express toll lane (ETL) system from south of the I-405/SR 522 interchange to the I-405/SR 527 interchange. This project includes new lanes, direct access ramps, interchange improvements, Stride bus rapid transit stations and related facilities and new fish passage culverts within the project vicinity 	<ul style="list-style-type: none"> Total Cost - \$500 million 	<ul style="list-style-type: none"> Jun-2022 - RFQ to be issued Sep-2022 - RFP to be issued
Wisconsin			
Metro Rapid Bus Rapid Transit Project	<ul style="list-style-type: none"> The Metro Transit Network Redesign will design a route system that will better meet the needs of Madison area residents and businesses by increasing access and frequency, decreasing travel times and improving the quality of transit riders' experience 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Oct-2021 – 30% design completed

Your KBCM contacts



Thomas Mulvihill

Group Head, Infrastructure
New York, NY

212.284.0553 office
917.375.4445 mobile
thomas.mulvihill@key.com



Stephen Hill

Managing Director, Infrastructure
New York, NY

212.284.0554 office
903.738.3607 mobile
stephen.hill@key.com

KeyBanc Capital Markets

