



# Low- or No-Emission Vehicle Program

## A Historic Funding Opportunity

Federal funding is available to help modernize bus fleets and bus facilities across the country, including to help transit agencies purchase and rehabilitate low- or no-emission vehicles and build bus facilities. The Bipartisan Infrastructure Law provides \$5.5 billion over five years for the Low-No Program – more than six times greater than the previous five years of funding. That’s approximately \$1.1 billion per year through fiscal year 2026.

### What is a low- or no-emission bus?

A passenger vehicle used to provide public transportation that sufficiently reduces energy consumption or harmful emissions, including direct carbon emissions, when compared to a standard vehicle.



### What technology qualifies as a no-emission (or zero-emission) bus?

- Hydrogen fuel-cell buses
- Battery-electric buses
- Rubber tire trolley buses powered by overhead catenaries
- Compressed natural gas buses

### Who is eligible for funding?

Designated recipients, states, territories and the District of Columbia, local governmental authorities, federally recognized Indian tribes, and rural areas.

Rural areas must submit as part of a consolidated state application unless the applicant is a tribe.

### What is a rural area?

An area encompassing a population of less than 50,000 people that has not been designated in the most recent decennial census as an “urbanized area” by the secretary of Commerce.



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## What Is an Eligible Project?

### Low- or No-Emission Program

- Purchase or lease of 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

### Bus and Bus Facilities Program

- Capital projects to:
  - Replace, rehabilitate, purchase or lease buses, vans or related equipment
  - Rehabilitate, purchase, construct or lease bus-related facilities
- These do not need to be for low- or no-emission technology

### Additional Funding Information for Eligible Projects

- Recipients can use up to 0.5% of the requested grant award for workforce development including on-the-job training, labor management partnership training, and registered apprenticeships.
- Recipients can also use up to 0.5% of the requested grant award for costs associated with training at the National Transit Institute.
- If a project is related to zero-emission vehicles (e.g., buses or depot), 5% of the requested grant award must be used for workforce development to retrain the existing workforce and develop the workforce of the future, including registered apprenticeships and other joint labor management training programs as outlined in the Zero-Emission Transition Plan.

### DOT/FTA Priorities

- Renew our transit systems
- Reduce GHG emissions from public transportation
- Advance racial equity

- Maintain and create well-paying jobs with a free and fair choice to join a union
- Connect communities

### Evaluation Criteria

- Demonstration of need
- Demonstration of benefits
- How is the project consistent with local and regional long-range planning?
- How is it consistent with local government priorities?
- Do you have a zero-emission fleet transition plan (if it's a no-emission project)?
- Local financial commitment (When is money available and what is the source?)
- How quickly can it be accomplished?
- Ability to execute the project

### Additional Evaluation Considerations:

- Climate Change
- Environmental Justice
- Racial Equity and Barriers to Opportunity
- Creating Well-Paying Jobs
- Zero-Emission Fleet Transition Plan – Workforce Development

### What Is a Zero-Emission Fleet Transition Plan?

This plan must include the following six elements identified in law:

- 1 Demonstrate a long-term fleet management plan with a strategy for how the applicant intends to use the current application and future acquisitions
- 2 Address the availability of current and future resources to meet costs for the transition and implementation
- 3 Consider policy and legislation impacting relevant technologies
- 4 Include an evaluation of existing and future facilities and their relationship to the technology transition
- 5 Describe the partnership of the applicant with the utility or alternative fuel provider
- 6 Examine the impact of the transition on the applicant's current workforce by identifying skill gaps, training needs, and retraining needs of the existing workers of the applicant to operate and maintain zero-emission vehicles and related infrastructure and avoid the displacement of the existing workforce