



Office of the Administrator

**Takiyah A. Douse
Interim Administrator**

June 7, 2022

**Ms. Sharon Dottery
Transit Director
2844 Regency Blvd.
Augusta, GA 30904**

Dear Director Dottery:

At the regular meeting held Tuesday, June 7, 2022, the Augusta, Georgia Commission took action on the following:

- 10. Approved Augusta Transit's application for the Low-No Emissions Competitive 5339 Grant for five (5) Electric Buses with an amended financial impact as follows: Split Federal Local FTA Grant 85/15 totaling \$7,389,500 (Federal-\$6,271,325 and Augusta Public Transit-\$1,118,175) equating to an increase of funds from Augusta in the amount of \$10,750**

If you have any questions, please contact me.

In service,

A handwritten signature in blue ink, appearing to read "T. Douse".

**Takiyah A. Douse
Interim Administrator**

FY22 FTA Bus and Low- and No-Emission Grant Awards

FTA's FY22 Low- and No-Emission and Bus and Bus Facilities programs will provide \$1.66 billion in grants to transit agencies, territories and states across the country to invest in bus fleets and facilities. Funded by the President's Bipartisan Infrastructure Law, the majority of funded projects will use zero-emissions technology, which reduces air pollution and helps meet the President's goal of net-zero emissions by 2050.

- Read the [press release](#)
- Watch a [1-minute video](#)

State	Project Sponsor	Funding	Bus/Low-No	Description
AK	Ketchikan Gateway Borough, The Bus	\$4,285,436	Low or No Emission	The Ketchikan Gateway Borough will receive funding to buy electric buses and charging equipment. The new buses will help improve service and reliability and, by improving air quality, advance environmental justice in the Ketchikan community in Southeast Alaska.
AK	Gulkana Village Council	\$4,207,093	Buses and Bus Facilities	The Gulkana Village Council, on behalf of Soaring Eagle Transit, will receive funding to build a multi-purpose operations and maintenance facility. The facility, which will be GVC's first bus shelter, will include a warming shelter for riders, administrative and operations offices, and maintenance bays, all of which will help maintain the fleet in a state of good repair and improve service for residents in the Copper Valley.
AK	Fairbanks North Star Borough	\$2,494,728	Low or No Emission	The Fairbanks North Star Borough, located in central Alaska, will receive funding to buy CNG transit buses and CNG paratransit vans for the agency's fixed-route and on-demand transit system. The new vehicles will improve the safety and reliability of transit service for residents in Fairbanks and North Pole.

State	Project Sponsor	Funding	Bus/Low-No	Description
AK	Alaska DOT on behalf of City and Borough of Juneau, Capital Transit	\$2,264,000	Bus and Bus Facilities	The City of Juneau will receive funding to rehabilitate and modernize its vehicle storage and maintenance facility. This project will allow Capital Transit to ensure a state of good repair for its fleet and enable the transit system to continue to provide safe and reliable transit service for residents throughout Juneau.
AK	Metlakatla Indian Community	\$402,257	Bus and Bus Facilities	The Metlakatla Indian Community will receive funding to buy a battery electric bus and charging equipment to initiate fixed-route transit service that connects Metlakatla residents to the Annette Islands Ferry Terminal on the Annette Islands Reserve. This project will improve air quality as well as safety and reliability for riders.
AL	Birmingham-Jefferson County Transit Authority	\$13,654,636	Low or No Emission	The Birmingham-Jefferson County Transit Authority will receive funding to buy compressed natural gas buses and a CNG fueling station. This project and the new vehicles will improve the safety and reliability of transit service for residents in Jefferson County, Alabama.
AL	The Board of Trustees of The University of Alabama	\$7,890,065	Low or No Emission	The University of Alabama will receive funding to replace diesel buses with new electric buses, buy charging equipment train maintenance workers to support the new electric bus fleet. The project will ensure continued service reliability, maintain a state of good repair and, by improving air quality, advance environmental justice in the Tuscaloosa community.
AR	City of Jonesboro, Arkansas	\$878,584	Low or No Emission	The City of Jonesboro will receive funding to buy hybrid buses. The buses will replace older diesel buses and help improve air quality for riders throughout the city.
AZ	City of Phoenix Public Transit Department	\$16,362,600	Low or No Emission	The City of Phoenix Public Transportation Department will receive funding to buy hydrogen fuel cell buses, battery electric buses and charging equipment as well as worker training as part of the initial phase of the city's

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AZ	City of Tucson, Sun Tran/ Sun Van	\$12,112,400	Low or No Emission	zero-emission transition plan. This project will improve service reliability and air quality throughout the city. The City of Tucson will receive funding to buy battery electric buses and charging equipment for fixed-route and regional paratransit services, connecting Tucson to the Sabino Canyon Recreation Area of the Coronado National Forest. The project will reduce emissions and improve air quality in Tucson metro region.
CA	Los Angeles County Metropolitan Transportation Authority ('Metro')	\$104,160,000	Low or No Emission	The Los Angeles County Metropolitan Transportation Authority will receive funding to buy new battery-electric buses and charging equipment to replace older compressed natural gas buses that have exceeded their useful life. The project supports LA Metro's goal to transition its fleet to zero emissions by 2030.
CA	Fresno, City of	\$17,367,042	Low or No Emission	The City of Fresno will receive funding to buy compressed natural gas replacement buses. This project will help improve service reliability and air quality in the Central Valley.
CA	Santa Clara Valley Transportation Authority (VTA)	\$15,588,800	Buses and Bus Facilities	The Santa Clara Valley Transportation Authority will receive funding to buy battery electric buses and charging equipment at a key multi-modal transit hub. By diversifying power sources, the agency will improve resiliency and better maintain its fleet in a state of good repair.
CA	Gold Coast Transit District	\$12,117,144	Low or No Emission	The Gold Coast Transit District will receive funding to buy hydrogen fuel cell electric buses to replace older compressed natural gas buses that have exceeded their useful life, install a new hydrogen fueling station, and upgrade its maintenance facility. The project will improve service reliability, state of good repair and air quality for

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CA	City of Fairfield	\$12,016,400	Buses and Bus Facilities	residents living in and around Ventura on California's South Central Coast. The City of Fairfield will receive funding to buy zero emission battery-electric transit buses, charging equipment and upgrade its maintenance facility to support the operation of battery electric buses. This project will improve the safety and reliability of transit service and improve air quality for residents living in Fairfield and Suisun City.
CA	City of Roseville	\$11,617,236	Low or No Emission	The City of Roseville will receive funding to buy electric buses and charging equipment to replace older diesel and gas-powered buses. This project will improve safety, air quality and service for residents living in the small urbanized city located in Placer County in the Sacramento Valley.
CA	Omnitrans	\$9,342,502	Low or No Emission	Omnitrans, the public transit agency serving the San Bernardino Valley, California, will receive funding to buy new fuel cell electric buses, build a hydrogen refueling station, and launch a comprehensive workforce development program, including training and a new apprenticeship program in partnership with San Bernardino Valley College. This project will improve service and reliability while improving air quality for ridership that depends on transit for connections to work, school, medical appointments and other opportunities.
CA	City of Union City - Union City Transit	\$9,342,346	Low or No Emission	The City of Union City will receive funding to buy zero-emission battery electric buses and charging equipment to replace older buses that have reached their useful life. The project will improve air quality, safety and the reliability of transit for residents living in Union City near the San Francisco Bay.

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CA	SunLine Transit Agency	\$7,819,257	Low or No Emission	SunLine Transit Agency will receive funding to buy hydrogen fuel cell buses and upgrade a liquid hydrogen refueling station, supporting SunLine's transition to a zero-emission fleet and making hydrogen fueling available to other agencies in the region.
CA	SunLine Transit Agency	\$7,146,793	Low or No Emission	SunLine Transit Agency will receive funding to purchase battery electric buses and charging stations, reducing emissions and pollution in the Coachella Valley.
CA	City of Santa Maria	\$6,664,318	Low or No Emission	The City of Santa Maria will receive funding to buy electric buses to replace older diesel buses that have reached their useful life. The buses will improve air quality, safety, reliability and state of good repair for residents living in the most populous city in Santa Barbara County.
CA	Napa Valley Transportation Authority	\$6,341,892	Low or No Emission	The Napa Valley Transportation Authority will receive funding to buy zero-emission battery electric buses and charging stations to be installed at its new bus maintenance facility. This project will improve service reliability and air quality for residents and visitors in Napa County.
CA	Riverside Transit Agency	\$5,153,594	Low or No Emission	The Riverside Transit Agency in southern California will receive funding to buy hydrogen fuel cell powered electric buses and provide training for drivers and mechanics. The buses will replace buses that have exceeded their useful life and help the agency transition to a zero-emission bus fleet.
CA	San Joaquin Regional Transit District (RTD)	\$3,994,277	Low or No Emission	San Joaquin RTD will receive funding to buy hybrid electric buses to expand service frequency in Stockton, including in areas that suffer from higher levels of air pollution.

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CA	Orange County Transportation Authority	\$2,507,895	Low or No Emission	OCTA will receive funding to purchase zero-emission buses to improve air quality and paratransit service for riders with disabilities.
CA	City of Gardena	\$2,215,647	Low or No Emission	The City of Gardena will receive funding to buy zero-emission battery electric buses to replace older buses that have reached their useful life. This project will improve service reliability and maintain a state of good repair for the fleet.
CA	Riverside Transit Agency	\$1,594,364	Buses and Bus Facilities	The Riverside Transit Agency in southern California will receive funding to buy solar panels to install at bus facilities and train workers in using and maintaining zero-emission buses. The solar panels will help power the facilities, providing a clean, renewable source of energy, reducing greenhouse gas emissions and improving air quality and health in the region.
CA	Yurok Tribe	\$1,280,000	Buses and Bus Facilities	The Yurok Tribe will receive funding to build a bus facility with a charging station and buy state-of-the-art dispatch and real-time arrival software. The project will create jobs and support the planned integration of no-emission electric buses and new transit routes and allow the Tribe to reduce greenhouse-gas emissions while expanding access to healthcare, schools, jobs, and services for the most populous federally recognized Tribe in California.
CA	California DOT on behalf of Redwood Coast Transit Authority	\$296,000	Buses and Bus Facilities	The Redwood Coast Transit Authority will receive funding to replace older vehicles that have exceeded their useful life. The new vehicles will improve the safety and reliability of transit service for residents in Del Norte County.
CO	State of Colorado, Department of Transportation	\$34,765,737	Buses and Bus Facilities	The Colorado Department of Transportation, on behalf of Summit Stage, a rural transit agency serving Summit, Park

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				and Lake counties, will receive funding to build a new charging and operation bus facility, which will include 100% electrification, fleet storage, and electric vehicle charging. The new facility will replace Summit Stage's current aging facility.
CO	State of Colorado, Department of Transportation	\$5,721,272	Buses and Bus Facilities	Roaring Fork Transportation Authority will receive funding to buy buses to replace ones that have exceeded their useful life. The largest rural transit agency in the nation, RFTA will replace aging diesel buses and save as many as 121,000 pounds of greenhouse gases annually by purchasing CNG buses and modern diesel buses.
CO	Mesa County	\$2,844,274	Low or No Emission	Mesa County on behalf of Grand Valley Transit will receive funding to build a new bus maintenance facility. The new building will allow GVT to hire additional mechanics and better maintain its fleet, which is serving growing demand for transit in and around Grand Junction, improving the state of good repairs and improving service.
CO	State of Colorado, Department of Transportation	\$2,568,000	Buses and Bus Facilities	The Colorado Department of Transportation will receive funding on behalf of San Miguel Authority for Regional Transportation in southwest Colorado to buy buses to replace existing vehicles that have exceeded their useful life and expand service throughout the region. The project will enable the agency to improve its reliability and attract new riders to take transit to higher-paying jobs in Telluride and Mountain Village.
CO	State of Colorado, Department of Transportation	\$2,353,400	Low or No Emission	The Colorado Department of Transportation will receive funding on behalf of Steamboat Springs Transit in Northwest Colorado to replace aging diesel buses with cleaner hybrid buses and upgrade a commuter coach. The project will help improve reliability for transit users, including those who travel to jobs in Steamboat Springs.

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CO	Colorado Department of Transportation (CDOT)	\$1,814,882	Buses and Bus Facilities	The Colorado Department of Transportation will receive funding on behalf of the town of Vail to buy battery electric buses and charging equipment. The new buses will further the town's goal to transition its fleet to 100% zero emission vehicles by 2032 which, along with a commitment to use 100% of its energy from renewable sources, will greatly reduce its carbon footprint.
CO	Mesa County	\$1,056,984	Low or No Emission	Mesa County on behalf of Grand Valley Transit will receive funding to buy compressed natural gas buses to replace buses that have exceeded their useful life and expand its fleet, which is serving growing demand for transit in and around Grand Junction.
CT	Connecticut Department of Transportation (CTDOT)	\$20,394,000	Buses and Bus Facilities	The Connecticut Department of Transportation will receive funding on behalf of the Connecticut Southeast Area Transit District to rehabilitate its Preston transit facility, buy battery electric buses and launch a training program to help staff operate and maintain zero-emission buses. The agency has committed to a 100% zero-emission fleet and plans to create new jobs through construction and charger installation.
DC	District Department of Transportation	\$9,590,000	Low or No Emission	The Washington, D.C. District Department of Transportation will receive funding to buy battery electric buses to replace diesel vehicles and increase the size of the DC Circulator fleet. This will enhance access to transit and facilitate environmental justice by improving air quality—particularly for minority/low-income residents—as part of programs to reduce greenhouse-gas emissions by 60 percent by 2032.
DE	Delaware Transit Corporation	\$11,000,000	Buses and Bus Facilities	The Delaware Transit Corporation will receive funding to install overhead charging stations, a large charger that would contain individual chargers, and a hydrogen fueling

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FL	Central Florida Regional Transportation Authority d/b/a LYNX	\$16,132,025	Low or No Emission	station, all of which will support the purchase of an estimated battery-electric buses and hydrogen-fuel-cell electric buses. The Central Florida Regional Transportation Authority will receive funding to buy battery electric buses, electric cutaways, and charging equipment to replace diesel and gas vehicles that have reached their useful life. The new electric vehicles will reduce carbon emissions and support LYNX's plans to transition its fleet to low or zero-emission vehicles by 2028.
FL	Jacksonville Transportation Authority	\$15,417,310	Low or No Emission	The Jacksonville Transportation Authority will receive funding to buy compressed natural gas buses and charging equipment for six battery electric buses. The buses will replace older diesel buses, helping reduce emissions and improve service reliability for riders in and around Jacksonville.
FL	Florida Department of Transportation	\$6,478,370	Low or No Emission	The Florida Department of Transportation will receive funding on behalf of LYNX to buy as many as 10 compressed natural gas buses to replace diesel buses that have exceeded their useful life. The project will reduce emissions and improve service reliability for historically disadvantaged rural communities in Orange, Osceola, and Seminole counties.
FL	Lee County Board of County Commissioners	\$3,863,430	Low or No Emission	The Lee County Transit Department will receive funding for its LeeTran transit agency to buy battery electric buses to replace diesel hybrid buses that have reached their useful life. These new clean, quiet, and modern vehicles will help eliminate emissions and improve air quality along routes serving high concentrations of minority and low income populations.

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GA	Metropolitan Atlanta Rapid Transit Authority (MARTA)	\$19,302,650	Low or No Emission	The Metropolitan Atlanta Rapid Transit Authority will receive funding to purchase new battery electric buses and charging equipment to replace older CNG buses that have surpassed their useful life. The project will improve air quality in the Atlanta area and bolster the transit workforce by supporting a 2-year apprenticeship program and collaborations with local technical colleges.
GA	Augusta Richmond County	\$6,271,325	Low or No Emission	Augusta Transit will receive funding to buy and deploy battery electric buses and charging equipment to replace aging diesel buses that have exceeded their useful life. This project will improve service reliability and the rider experience and help Augusta Transit meet its Climate Action Plan goals.
GA	Chatham Area Transit Authority	\$5,451,844	Low or No Emission	Chatham Area Transit will receive funding to buy and deploy battery electric buses as well as depot and on-route fast chargers. The project will support CAT's Grow Green Initiative by replacing older diesel vehicles, helping reduce maintenance costs and provide better service while reducing the agency's carbon footprint.
HI	Hawaii Department of Transportation (HDOT)	\$23,186,682	Low or No Emission	The Hawaii Department of Transportation will receive funding on behalf of Hawaii, Kauai, and Maui counties to buy a mix of zero-emission buses, battery electric buses, and fuel cell electric buses. The new vehicles will replace diesel buses and three retrofitted hydrogen fuel cell cutaways that have exceeded their useful life.
HI	Honolulu Department of Transportation Services	\$20,000,000	Low or No Emission	The Honolulu Department of Transportation Services will receive funding to buy battery electric buses. The new vehicles will advance the transition from diesel fuel buses to battery electric buses, support Honolulu's climate goals, advance workforce training, and provide rides in historically disadvantaged communities.

State	Project Sponsor	Funding	Bus/Low-No	Description
HI	Hawaii Department of Transportation (HDOT)	\$12,000,000	Bus and Bus Facilities	The Hawaii Department of Transportation will receive funding on behalf of Hawaii, Kauai and Maui counties to undertake bus stop and facility improvements, including installing equipment to help transition its fleet to electric buses by 2035.
IA	Iowa Department of Transportation (IADOT)	\$15,844,561	Bus and Bus Facilities	The Iowa Department of Transportation will receive funding for urban and rural transit agencies to buy battery electric buses and charging equipment. The project will also support the construction of transit facilities and workforce development activities. The project will reduce operating costs and emissions while improving transit service in communities across Iowa.
IA	Iowa Department of Transportation	\$12,000,000	Bus and Bus Facilities	The Iowa Department of Transportation will receive funding to buy new buses, cutaways, and vans, replacing older vehicles for 26 of Iowa's transit systems. The project will improve transit system conditions and service reliability and lower maintenance costs for providers across the state.
IA	City of Davenport, Iowa	\$4,874,993	Low or No Emission	The City of Davenport will receive funding to buy battery electric buses and charging equipment to replace older diesel vehicles that have exceeded their useful life. The clean and quiet zero-emission vehicles will serve routes with the highest ridership and reduce the city's carbon output by using renewable energy to charge its vehicles.
ID	Valley Regional Transit	\$17,386,450	Low or No Emission	Valley Regional Transit in Boise will receive funding to buy battery electric vehicles and chargers, replacing buses that have exceeded their useful life. The project includes workforce development and will improve transit in one of the region's fastest-growing areas.
ID	Transportation, Idaho Department	\$384,000	Bus and Bus Facilities	The Idaho Department of Transportation will receive funding on behalf of Mountain Rides in Blaine County to

State	Project Sponsor	Funding	Bus/Low-No	Description
				buy commuter vans. The project will improve commuter and non-emergency medical transportation services in a primarily rural area.
IL	Chicago Transit Authority (CTA)	\$28,836,080	Buses and Bus Facilities	The Chicago Transit Authority will receive funding to buy electric buses and modernize electrical, communications, and safety systems at the Chicago bus garage as part of their efforts to transition to an all-electric bus fleet by 2040. This will reduce greenhouse gas emissions, advance environmental justice, and create good-paying jobs while saving more than 8,270 tons of CO2 emissions within a historically disadvantaged community.
IL	Decatur Public Transit System	\$16,840,000	Low or No Emission	The Decatur Public Transit System will receive funding to buy battery electric buses, train staff to operate and maintain the new vehicles, and upgrade electrical systems and install solar panels at a new bus barn. This will ensure riders in the area retain access to jobs, schools, and essential services, all while reducing greenhouse gas emissions by 45 percent per vehicle.
IL	Bloomington-Normal Public Transit System	\$13,076,800	Buses and Bus Facilities	The Bloomington-Normal Public Transit System's Connect Transit will receive funding to buy battery-electric vehicles and zero-emission microtransit vehicles, as well as build a facility to house microtransit and paratransit vehicles and conduct workforce training.
IL	Rockford Mass Transit District	\$6,328,980	Low or No Emission	The Rockford Mass Transit District will receive funding to buy hybrid-electric buses. This will create good-paying jobs and help reduce greenhouse gas emissions.
IL	Springfield Mass Transit District	\$5,927,788	Low or No Emission	The Springfield Mass Transit District will receive funding to buy diesel-hybrid buses and compressed natural gas buses. This will reduce greenhouse gas emissions and allow the agency to continue its transition to a low-emission fleet while creating good-paying jobs and

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IN	Bloomington Public Transportation Corporation	\$7,040,000	Low or No Emission	providing access to jobs, doctors, schools, and essential services for individuals who live in areas of persistent poverty. The Bloomington Public Transportation Corporation will receive funding to buy battery electric buses, install an estimated charging stations, and provide training to its workers. This will allow the agency to increase the frequency of service and reduce carbon emissions by an estimated 7 million pounds over 14 years.
IN	Indianapolis Public Transportation Corporation	\$33,000,000	Buses and Bus Facilities	The Indianapolis Public Transportation Corporation will receive funding to build a multi-purpose operations and maintenance facility that will also serve as the agency's headquarters. Once completed, the project will include charging facilities and allow IndyGo to expand its bus fleet to fully implement its network redesign and meet the current and future needs of riders.
KS	City of Wichita	\$3,951,078	Low or No Emission	Wichita Transit will receive funding to buy battery electric buses and chargers to replace aging diesel buses and move closer to the agency's goal of operating an entirely electric fleet by 2032. The new buses will improve access and mobility for vulnerable populations in Wichita while reducing exposure to harmful transportation-related emissions.
KS	City of Lawrence, KS - Lawrence Transit	\$3,279,655	Low or No Emission	Lawrence Transit will receive funding to buy long-range battery electric buses and low-floor cutaway buses to replace diesel buses that exceeded their useful life. The new buses will reduce direct carbon emissions by 146 tons annually and move Lawrence Transit closer to its goal of installing an entirely zero-emission fleet by 2035.

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KY	Transit Authority of Lexington-Fayette Urban County Government	\$6,359,880	Low or No Emission	The Transit Authority of Lexington-Fayette Urban County Government will receive funding to improve its compressed natural gas fueling infrastructure, make safety improvements to the Lextran maintenance facility, and buy new CNG buses to replace aging diesel vehicles. The project will help reduce emissions, improve transit worker safety and increase service reliability for riders.
KY	Kentucky Transportation Cabinet	\$3,265,592	Buses and Bus Facilities	The Kentucky Transportation Cabinet will receive funding on behalf of seven rural transit agencies serving 36 counties to purchase buses and upgrade technology on vehicles. The project will both replace older vehicles and expand the existing fleet to enhance transit access and mobility for rural communities around the state.
KY	Transit Authority of Northern Kentucky	\$3,091,200	Low or No Emission	The Transit Authority of Northern Kentucky will receive funding to buy hybrid electric buses to replace older diesel buses that have exceeded their useful life. The project will reduce emissions and improve service reliability for TANK, which serves 35 cities and three counties in northern Kentucky and Cincinnati.
KY	Transit Authority of River City (TARC)	\$7,411,032	Buses and Bus Facilities	The Transit Authority of River City will receive funding to buy as many as six battery electric buses and charging infrastructure to replace older diesel vehicles that have exceeded their useful life. The project will fully electrify a corridor that connects multiple minority and low-income neighborhoods with job centers.
LA	Jefferson Parish	\$6,880,000	Low or No Emission	Jefferson Parish will receive funding to buy hybrid electric buses to replace diesel buses that have reached their useful life. The project will reduce emissions and maintenance costs while improving service reliability for New Orleans area riders.

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MA	Massachusetts Bay Transportation Authority	\$116,000,000	Low or No Emission	The Massachusetts Bay Transportation Authority will receive funding to buy new battery-electric buses to replace older diesel buses that have reached their useful life and launching a workforce development program to support training and safety efforts.
MA	Pioneer Valley Transit Authority	\$54,000,000	Buses and Bus Facilities	Pioneer Valley Transit Authority will receive funding to electrify and modernize its Cottage Street bus facility to meet its goal to convert 100% of the bus fleet to battery-electric buses and buy battery-electric buses to replace traditional diesel-powered buses that have exceeded their useful life. The project will also repair and upgrade the Bus Bay Expansion Project at the University of Massachusetts Amherst bus maintenance facility and improve the safety, service capacity and reliability of PVRTA's buses to help meet demand.
MA	Southeastern Regional Transit Authority	\$12,240,000	Low or No Emission	Southeastern Regional Transit Authority will receive funding to buy hybrid electric buses to replace vehicles that have exceeded their useful life. The new buses will reduce SRTA's carbon footprint and increase efficiency while saving nearly 10,500 gallons of fuel annually.
MA	Massachusetts Department of Transportation (MassDOT)	\$4,143,750	Low or No Emission	The Massachusetts Department of Transportation will receive funding to buy propane buses to replace older diesel vehicles. This project will reduce emissions and allow more sustainable transit services in Nantucket.
MA	Berkshire Regional Transit Authority	\$2,457,328	Low or No Emission	The Berkshire Regional Transit Authority in western Massachusetts will receive funding to replace aging diesel buses with hybrid electric buses as well as the 20-year-old HVAC system at its intermodal transit center in Pittsfield. The project will help improve the state of repair of the agency's fleet, which serves Berkshire County, including the 10% of households that do not own vehicles.

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MD	Prince Georges County Government	\$25,000,000	Buses and Bus Facilities	Prince George's County Government will receive funding to buy zero-emission, battery electric buses and upgrade the electrical system at their transit depot, add additional electric chargers at multiple transit hubs and install a microgrid. The project will create good-paying jobs, reduce greenhouse gas emissions by an estimated 1,228 metric tons per year, and provide access to jobs, schools, and essential services, particularly for those in historically disadvantaged communities.
MD	Montgomery County (MD) Department of Transportation	\$14,875,975	Low or No Emission	The Montgomery County Department of Transportation will receive funding to buy zero-emission buses powered by hydrogen fuel cell technology. MCDOT, which operates close to 400 buses in Maryland's most populous county, has committed to transition to a zero-emission fleet by 2035.
MD	Maryland Transit Administration - Anne Arundel County	\$1,890,000	Low or No Emission	Maryland Transit Administration will receive funding on behalf of Anne Arundel County to buy diesel-electric hybrid buses as part of their five-year plan to transition to a zero-emission fleet.
ME	Biddeford-Saco-Old Orchard Beach (BSOOB) Transit Committee	\$2,047,407	Low or No Emission	The Biddeford-Saco-Old Orchard Beach Transit Committee will receive funding to buy battery electric buses to replace diesel buses. This will provide safe and reliable transportation for transit-reliant residents and reduce greenhouse gas emissions by an estimated 4.8 million pounds over the buses' 12-year life cycle.
MI	Michigan Department of Transportation	\$12,000,000	Buses and Bus Facilities	Michigan DOT will receive funds to assist transit agencies and non-profit organizations that provide public transit service to replace buses and vans that have exceeded their useful life, and buy additional buses to expand service in rural areas. The project will also fund the conversion of diesel buses to propane, install electric charging

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MI	City of Detroit	\$6,912,404	Buses and Bus Facilities	infrastructure, and buy software for scheduling and e-ticket services. The Detroit Department of Transportation will receive funding to buy battery electric buses and install charging equipment, part of the state's plan to eliminate greenhouse gas emissions by 2050. Greenhouse gases and their effect on the environment disproportionately impact the historically disadvantaged communities that DDOT serves.
MI	Mass Transportation Authority	\$4,334,800	Low or No Emission	MTA Flint will receive funding to buy hydrogen fuel cell buses and upgrade equipment for an existing hydrogen refueling station. The zero-emission buses will replace diesel-hybrid transit buses that have exceeded their useful life.
MI	City of Midland Dial-A-Ride	\$167,257	Low or No Emission	The City of Midland Dial-A-Ride will receive funding to buy electric transit vans to replace older gas- powered buses that have exceeded their useful life. The project will reduce greenhouse gas emissions and support workforce training and development.
MN	SouthWest Transit	\$8,127,891	Low or No Emission	SouthWest Transit, which serves the southwest Minneapolis cities of Chaska, Chanhassen and Eden Prairie will receive funding to buy battery electric buses and charging equipment to replace vehicles that have exceeded their useful life. SWT has set a goal to switch over its express and microtransit fleets to electric vehicles over the next 20 years.
MN	MN Chippewa Tribe-White Earth Band of Chippewa Indians	\$3,607,642	Buses and Bus Facilities	White Earth Public Transit will receive funding to build a new bus facility and office space in Waubun. The facility will include a passenger terminal as well as bus storage and maintenance, improving the efficiency and reliability of transit service.

State	Project Sponsor	Funding	Bus/Low-No Emission	Description
MN	Minnesota Department of Transportation	\$3,414,680	Low or No Emission	The Minnesota Department of Transportation will receive funding to buy battery electric buses and charging equipment to replace buses that are part of four rural transit fleets. MnDOT will provide training for transit workers throughout the transition, part of its goal to help improve the overall state of good repair for the state's transit fleet and achieve its greenhouse gas reduction goals.
MN	Prairie Island Indian Community	\$1,616,426	Low or No Emission	The Prairie Island Indian Community in Red Wing will receive funding to buy battery-electric buses and charging equipment and train transit workers to operate and maintain vehicles powered with new technologies. The buses will replace vehicles that had reached their useful life and help the tribe achieve its net zero-emission goals, which it plans to achieve through conservation, energy efficiency, renewable energy generation and vehicle electrification.
MN	Bois Forte Band of Chippewa	\$739,500	Low or No Emission	The Bois Forte Band of Chippewa will receive funding to buy propane-fueled buses to replace diesel buses to improve the efficiency of its Big Woods Transit fleet and minimize negative environmental impacts in the Arrowhead region of northern Minnesota. The buses will lessen idle time in cold weather, reduce fuel cost, and by emitting less carbon dioxide than gasoline, reduce greenhouse gas emissions.
MO	Bi-State Development Agency of the Missouri-Illinois Metropolitan District	\$5,412,960	Low or No Emission	Bi-State Development, which operates St. Louis Metro, will receive funding to buy battery electric buses to replace diesel buses that have reached the end of their useful life. The project includes upgrading the agency's DeBaliviere Bus Facility with charging equipment, which will improve health and quality of life for nearby residents.

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MO	The City of Columbia	\$2,896,675	Low or No Emission	The City of Columbia will receive funding to buy battery electric buses and charging equipment for its GoCOMO transit fleet. By adding these advanced technology buses, the city will reduce its greenhouse gas emissions and develop the skills among its staff to enable future expansion of zero-emission buses.
MS	City of Jackson	\$8,714,400	Low or No Emission	The City of Jackson's JTRAN transit agency will receive funding to buy hybrid electric buses to support implementation of the new bus network. The project will reduce maintenance costs, improve service reliability and enhance access and mobility for Jackson residents.
MT	Missoula Urban Transportation District	\$10,909,127	Low or No Emission	The Missoula Urban Transportation District will receive funding to buy battery electric buses and charging equipment to replace diesel buses on its Mountain Line fleet that have exceeded their useful life. The agency committed to transition the entire fleet of vehicles to zero-emission technology by 2035 and, with this grant, will reach 90% of that goal.
MT	City of Billings, MET Transit Division	\$3,880,316	Low or No Emission	The City of Billings Metropolitan Transit System will receive funding to buy electric buses, support charging infrastructure upgrades to the MET facility, and provide workforce training. The project will support the city's transition to green technology, improve system reliability, and strengthen the workforce.
MT	Blackfeet Tribe	\$1,375,920	Bus and Bus Facilities	The Blackfeet Tribe will receive funding to expand its bus maintenance facility to support recently purchased larger buses that serve the Blackfeet Indian Reservation of Montana in Glacier and Pondera counties. The new depot will also add space for dispatchers and administrative services.

State	Project Sponsor	Funding	Bus/Low-No	Description
NC	Town of Cary	\$11,787,275	Buses and Bus Facilities	The Town of Cary will receive funding to build a new bus operations and maintenance facility that will support GoCary's fixed route and door-to-door service. The new facility will be constructed to LEED Platinum standards, support current operations and planned service expansions, and accommodate electric charging equipment.
NC	City of Durham	\$5,745,600	Low or No Emission	The City of Durham will receive funding to buy battery electric buses to replace older diesel vehicles that have exceeded their useful life. The zero-emission vehicles will provide clean transit along routes that serve a high percentage of minority populations.
NC	City of Asheville	\$4,291,650	Low or No Emission	The City of Asheville will receive funding to buy hybrid electric buses and replacement battery packs for existing hybrid buses. This project will improve state of good repair and support a service expansion along a route that connects Asheville's central business district to the regional airport.
NC	City of Concord	\$713,813	Low or No Emission	The City of Concord will receive funding to buy a hybrid electric bus to replace an older vehicle that has exceeded its useful life. This project will support service reliability and lower maintenance costs while also reducing emissions.
NC	City of Fayetteville	\$280,500	Low or No Emission	The City of Fayetteville will receive funding to buy propane-powered light transit vehicles dedicated to ADA paratransit service to replace diesel vehicles that have exceeded their useful life.
ND	City of Grand Forks	\$7,768,742	Buses and Bus Facilities	The City of Grand Forks will receive funding to update its depot housing fixed-route and paratransit operations and maintenance, storage, and administrative functions. This will include general repairs, the installation of solar

State	Project Sponsor	Funding	Bus/Low-No	Description
NH	Cooperative Alliance for Seacoast Transportation	\$7,736,284	Buses and Bus Facilities	panels, improved training space, and the addition of a rainwater-reclamation system for use in their bus wash, ensuring that their facility is safer, more secure, and more energy-efficient. The Cooperative Alliance for Seacoast Transportation will receive funding to build a new facility for its administration, operations and maintenance activities. The new facility will include energy-efficient features such as solar panels, help sustain transit operations, allow all staff to work under one roof and reduce operating expenses.
NJ	New Jersey Transit Corporation	\$44,677,500	Buses and Bus Facilities	The New Jersey Transit Corporation will receive funding to renovate its Union City bus garage, allowing the agency to create a public bus terminal, house administrative services and charge and deploy battery electric buses.
NM	City of Las Cruces	\$5,721,073	Low or No Emission	The City of Las Cruces will receive funding to replace aging diesel buses with battery-electric buses, purchase electric chargers, and create and maintain well-paying jobs in the second-largest city in New Mexico and the main transit hub of the south central region of the state. This will help reduce greenhouse-gas emissions by an estimated 887 metric tons per year.
NM	New Mexico Department of Transportation	\$3,071,882	Buses and Bus Facilities	The New Mexico Department of Transportation will receive funding on behalf of the South Central Regional Transit District to buy battery electric buses and charging equipment, provide training and buy property it currently leases. By sourcing energy from a solar-powered provider, SCRTD will further reduce greenhouse gas emissions while improving service to communities in south central New Mexico.
NM	New Mexico Department of Transportation	\$2,511,882	Low or No Emission	The New Mexico Department of Transportation will receive funding on behalf of the South Central Regional

State	Project Sponsor	Funding	Bus/Low-No	Description
NM	City of Las Cruces	\$2,170,214	Buses and Bus Facilities	Transit District to buy battery electric buses and charging equipment and provide staff training as part of their plan to transition to a fully electric bus fleet within the next 15 years. The City of Las Cruces will receive funding to complete construction on a new transit maintenance and operations facility, allowing them to expand its RoadRUNNER Transit fleet, support new electric buses and charging equipment and enlarge maintenance areas. The building will support the city's transition to a fully electric fixed-route fleet while providing access to jobs, schools, and essential services.
NV	Regional Transportation Commission of Southern Nevada	\$6,737,042	Low or No Emission	The Regional Transportation Commission of Southern Nevada will receive funding to buy hydrogen fuel cell electric buses.
NV	Pyramid Lake Paiute Tribe	\$115,000	Buses and Bus Facilities	Pyramid Lake Paiute Tribal Transit will receive funding to buy a 14-passenger bus and rehabilitate other buses to expand its service area, increase ridership, and ensure consistency of service.
NY	Metropolitan Transportation Authority	\$116,000,000	Low or No Emission	The New York Metropolitan Transportation Authority will receive funding to buy battery electric buses to replace older diesel buses and launch a comprehensive workforce training and development program. The new buses will electrify 4% of its 5,800-bus fleet, advancing MTA's ambitious zero-emission transition plan.
NY	Capital District Transportation Authority	\$25,417,053	Low or No Emission	The Capital District Transit Authority will receive funding to buy new electric buses and charging equipment to replace older buses in the fleet that have reached the end of their useful life. The project will improve service reliability and air quality for residents in Albany, Rensselaer, Saratoga and surrounding areas.

State	Project Sponsor	Funding	Bus/Low-No Buses and Bus Facilities	Description
NY	Rochester Genesee Regional Transportation Authority	\$16,000,000	Buses and Bus Facilities	The Rochester Genesee Regional Transportation Authority will receive funding to build a new operations maintenance facility. This project will improve service reliability and state of good repair needs.
NY	Tompkins County, New York on behalf of Tompkins Consolidated Area Transit (TCAT)	\$8,740,975	Low or No Emission	Tompkins County will receive funding to buy electric buses and four transit vans to replace older vehicles in the fleet. This project will improve service reliability with clean, reliable transportation residents in Tompkins County.
NY	Rochester Genesee Regional Transportation Authority	\$7,043,331	Low or No Emission	The Rochester Genesee Regional Transportation Authority will receive funding to buy hydrogen fuel cell buses and equipment to fuel the buses. This project will improve service reliability and improve air quality for residents in living in Rochester.
OH	Central Ohio Transit Authority (COTA)	\$26,714,004	Low or No Emission	Central Ohio Transit Authority, based in Columbus, will receive funding to replace diesel buses that have exceeded their useful life and replace them with battery electric buses and chargers.
OH	The Portage Area Regional Transportation Authority	\$3,201,270	Low or No Emission	The Portage Area Regional Transportation Authority, based in Kent, will receive funding to replace diesel-powered vehicles that have exceeded their useful life with compressed natural gas vehicles, which will reduce PARTA's maintenance costs, improve safety and service reliability, and lower critical emissions in Portage County.
OH	Stark Area Regional Transit Authority	\$2,393,600	Low or No Emission	Stark Area Regional Transit Authority, based in Canton, will receive funding to buy compressed natural gas vehicles.
OK	Central Oklahoma Transportation and Parking Authority (COTPA), dba EMBARK	\$6,745,732	Low or No Emission	EMBARK will receive funding to replace diesel buses that have exceeded their useful life with compressed natural gas buses to improve fixed-route and paratransit services in Oklahoma City.

State	Project Sponsor	Funding	Bus/Low-No	Description
OK	Metropolitan Tulsa Transit Authority	\$6,666,105	Low or No Emission	The Metropolitan Tulsa Transit Authority will receive funding to buy battery electric buses to replace diesel buses that have exceeded their useful life. The new buses will run on the RT66 bus rapid transit corridor, the spine of a redesigned bus network, and help the agency transition to a zero-emission fleet.
OK	Metropolitan Tulsa Transit Authority	\$4,800,375	Low or No Emission	The Metropolitan Tulsa Transit Authority will receive funding to buy compressed natural gas buses to replace diesel buses that have exceeded their useful life and expand its fleet. The CNG-powered buses will allow the agency to increase service on its RT66 line and serve as a bridge as the agency transitions to a zero-emission future.
OK	City of Norman, Oklahoma	\$894,963	Low or No Emission	The City of Norman will receive funding to buy compressed natural gas buses to replace buses that have exceeded their useful life. This will improve the reliability of transit service, helping residents access jobs, schools, and essential services.
OR	Tri-County Metropolitan Transportation District of Oregon	\$5,566,583	Buses and Bus Facilities	TriMet will receive funding to renovate and expand the Beaverton Transit Center to better support bus operations and planned service upgrades for the Portland region, including space to accommodate new electric buses.
OR	Oregon Department of Transportation, Public Transportation Division	\$4,632,050	Buses and Bus Facilities	The Oregon Department of Transportation will receive funding to buy battery electric buses and install electric chargers. UPTD will also build a maintenance facility and bus wash station and install a solar-powered covered parking area.
OR	City of Corvallis	\$2,658,068	Low or No Emission	The Corvallis Transit System will receive funding to buy battery electric buses and build a charging depot with electric charging stations. The projects will replace diesel buses that have exceeded their useful life.

State	Project Sponsor	Funding	Bus/Low-No Emission	Description
OR	Oregon Department of Transportation, Public Transportation Division	\$2,081,883	Low or No Emission	The Oregon Department of Transportation will receive funding on behalf of the Sandy Area Metro to buy battery electric buses and install charging equipment, replacing diesel buses that have exceeded their useful life. The new buses will primarily serve disadvantaged communities in the cities of Sandy and Gresham, providing essential connections to jobs in services in the Portland metro area.
OR	Oregon Department of Transportation, Public Transit Division	\$1,050,000	Buses and Bus Facilities	The Public Transit Division of the Oregon Department of Transportation will receive funding to buy buses for use in on-demand trips, ADA paratransit services and local routes that connect people in McMinnville and Newberg to jobs and opportunities.
OR	Oregon Department of Transportation, Public Transit Division	\$612,000	Buses and Bus Facilities	The Public Transportation Division of the Oregon Department of Transportation will receive funding to buy buses for Sunset Empire Transportation District to provide fixed route, paratransit, dial-a-ride, and intercity service in Northwest Oregon.
PA	Southeastern Pennsylvania Transportation Authority	\$23,360,000	Low or No Emission	The Southeastern Pennsylvania Transportation Authority will receive funding to improve bus depots, including redundant power feeders, backup generators, and electrical substations. This project will support its transition to a fleet of entirely zero-emission vehicles.
PR	AUTORIDAD METROPOLITANA DE AUTOBUSES (PRMBA)	\$10,000,000	Low or No Emission	The Metropolitan Bus Authority will receive funding to buy battery electric buses to replace older diesel buses and build a dual solar power charging station to bring sustainable transit to the island.
SC	City of Clemson dba Clemson Area Transit	\$3,930,000	Low or No Emission	Clemson Area Transit will receive funding to buy new zero emission battery electric buses to replace older diesel buses that have exceeded their useful life. The project will improve service reliability and air quality for students of

State	Project Sponsor	Funding	Bus/Low-No Emission	Description
SD	South Dakota Department of Transportation	\$1,067,774	Low or No Emission	Clemson University and residents of the city of Clemson and surrounding areas South Dakota Department of Transportation will receive funding on behalf of River Cities Public Transit, Community Transit of Watertown/Sisseton, Prairie Hills Transit and Rural Office of Community Services to buy as many as eight low-emission propane buses, two propane conversion kits, and install a propane fueling station. The project will help reduce greenhouse gas emissions.
SD	South Dakota Department of Transportation	\$692,758	Buses and Bus Facilities	South Dakota Department of Transportation will receive funding on behalf of Prairie Hills Transit to build a bus facility for bus maintenance and storage, an office area and a training room. The depot will also serve as a central hub for riders.
TN	Memphis Area Transit Authority (MATA)	\$54,000,000	Buses and Bus Facilities	The Memphis Area Transit Authority will receive funding to build a new operations and maintenance facility. The new facility will be designed to accommodate more than 300 vehicles, improving safety and the state of good repair for the bus fleet.
TN	Memphis Area Transit Authority (MATA)	\$22,378,905	Low or No Emission	The Memphis Area Transit Authority will receive funding to buy battery electric buses and charging equipment and will provide workforce development training for operating and maintaining the buses.
TN	Tennessee Department of Transportation, Division of Multimodal Transportation Resources	\$12,000,000	Buses and Bus Facilities	The Tennessee Department of Transportation will receive funding on behalf of urban and rural transit agencies in the state to buy new buses and close to 200 demand response vehicles to replace older vehicles that reached their useful life. The project will improve service reliability and the fleet's state of good repair throughout the state.
TX	City of Lubbock	\$39,600,000	Low or No Emission	The City of Lubbock's Citibus transit service will receive funding to buy hybrid electric buses to replace buses that

State	Project Sponsor	Funding	Bus/Low-No	Description
				are on average 20 years old and beyond their useful life. The buses will help create a more reliable, environmentally friendly and sustainable transit service that will increase ridership.
TX	Metropolitan Transit Authority of Harris County (METRO)	\$21,586,913	Low or No Emission	Houston Metro will receive funding to buy battery electric buses and charging infrastructure to replace aging diesel buses that have exceeded their useful life. The new electric buses will improve air quality and health outcomes for riders and residents in Houston's historically disadvantaged communities by eliminating nearly 18,000 tons of greenhouse gases over the next 20 years.
TX	Capital Metropolitan Transportation Authority	\$20,000,000	Buses and Bus Facilities	CapMetro will receive funding to build a demand-response operations and maintenance facility in Springdale. The state-of-the-art site will accommodate the expansion of MetroAccess and Pickup demand-response service and incorporate sustainable features such as renewable energy, recycled water, and electric vehicle components to support CapMetro's low- and no-emission fleet and include community space for public activities such as farmers markets and food pantries.
TX	City of El Paso Mass Transit Department-Sun Metro	\$8,876,712	Low or No Emission	Sun Metro will receive funding to buy zero-emission paratransit vehicles and charging stations to replace aging vehicles that have exceeded their useful life. the paratransit vehicles will provide essential transportation services to El Paso's minority and disabled residents living in historically underserved communities while reducing the impact of their fleet on air quality.
TX	City of Laredo and Laredo Transit Management Inc.	\$7,430,385	Low or No Emission	El Metro will receive funding to buy compressed natural gas buses to replace diesel buses that have exceeded their useful life. The buses will provide clean, reliable transportation for historically disadvantaged minority

State	Project Sponsor	Funding	Bus/Low-No	Description
UT	Utah Department of Transportation	\$6,095,770	Buses and Bus Facilities	communities and complete El Metro's goal of replacing its fleet with cleaner greener buses. The Utah Department of Transportation will receive funding on behalf of Park City Transit to buy battery-electric buses and charging equipment to expand its express route service in the Quinn's Junction area. The new buses will provide more frequent, reliable and clean transit for the city's workforce as well as vulnerable communities and seasonal visitors.
VA	Old Dominion Transit Management Company	\$10,032,000	Low or No Emission	The Greater Richmond Transit Company will receive funding to replace diesel-powered buses that have exceeded their useful life with lower emission compressed natural gas buses. The project will help GRTC transition to a cleaner greener fleet and help improve air quality and health outcomes in Richmond.
VA	Old Dominion Transit Management Company	\$952,192	Low or No Emission	The Greater Richmond Transit Company will receive funding to demolish an existing building past its useful life, conduct site remediation, and create secure, paved parking to store vehicles for transit service. The project will remove potential pollution from the community and help GRTC improve its transit assets.
VA	City of Suffolk	\$565,000	Low or No Emission	The City of Suffolk will receive funding to buy electric buses that will replace diesel-powered buses and install charging stations. The charging stations will be in a central location on the bus route at a new transit facility.
VT	Vermont Agency of Transportation (VTTrans)	\$9,151,125	Low or No Emission	The Vermont Agency of Transportation will receive funding to buy electric buses and install charging equipment for Marble Valley Regional Transit District in Rutland and Green Mountain Transit in Burlington, the largest transit agencies in the state. This project will build upon successful battery electric bus deployments and

State	Project Sponsor	Funding	Bus/Low-No	Description
VT	Vermont Agency of Transportation	\$3,279,616	Buses and Bus Facilities	advance VTTrans' commitment to transition the state's transit fleet to zero-emission vehicles by 2050. The Vermont Agency of Transportation will receive funding to build a bus depot for the Marble Valley Regional Transit District, replacing an outdated facility in Rutland with a new office building and bus barn. The depot will provide storage and protection for the fleet, generate solar power and include charging equipment, part of VTTrans' transition to zero-emission vehicles.
WA	Central Puget Sound Regional Transit Authority	\$9,264,000	Low or No Emission	Sound Transit will receive funding to purchase battery electric buses and chargers for the SR 522 / NE 145th Street bus rapid transit corridor, which will serve five cities and an estimated 9,000 daily riders in north Lake Washington communities.
WA	Whatcom Transportation Authority (WTA)	\$8,862,951	Low or No Emission	The Whatcom Transportation Authority will receive funding to buy electric buses and chargers to replace diesel buses that have exceeded their useful life. The new buses will address a significant maintenance need and help WTA better serve riders in around Bellingham in the northwest corner of Washington.
WA	Washington State Department of Transportation	\$5,422,168	Buses and Bus Facilities	The Washington State Department of Transportation will receive funding to buy vehicles for three rural transportation providers to replace buses that have exceeded their useful life, improving quality of life and reducing greenhouse gas emissions in communities throughout the state. The new vehicles will help Clallam Transit System, Grant Transit Authority and Mason Transit Authority improve the quality and reliability of transit to over 507,000 rural Washington residents to help them access jobs in their counties and beyond.

State	Project Sponsor	Funding	Bus/Low-No	Description
WA	Pierce County Public Transportation Benefit Area Corporation	\$3,870,800	Low or No Emission	Pierce Transit will receive funding to buy battery electric buses to replace vehicles that have exceeded their useful life, enhancing service for an estimated 274,000 riders who live near Pierce Transit's 19 zero-emission bus routes.
WA	Lummi Indian Business Council	\$1,876,265	Buses and Bus Facilities	Lummi Nation Transit in Whatcom County will receive funding to build a new operations and maintenance facility to improve connections to jobs, school, healthcare and off-reservation services.
WA	Cowlitz Indian Tribe	\$185,368	Buses and Bus Facilities	Cowlitz Tribal Transit Services will receive funding to replace the roof of their bus facility, which is one year away from its life expectancy and is critical in protecting buses and other assets. The project will maintain transit connections in a largely rural, low-density area of southwestern Washington covering about 2,640 square miles.
WI	City of Racine	\$3,796,872	Low or No Emission	The City of Racine will receive funding to replace diesel buses with battery electric buses. The project will improve air quality, address climate change, connect workers to jobs, and play a role in workforce training related to the growing clean-energy sector of the economy.

Last updated: Monday, October 24, 2022

FY 2022 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program

Applicant and Proposal Profile

Is this a resubmission due to an invalid/error message from FTA? ☐ Yes ☒ No

Is this application for: ☒ Low-No (FTA-2022-001-TPM-LWNO)
(If applying to both programs, please check both boxes) ☐ Buses and Bus Facilities (FTA-2022-002-TPM-BUSC)

Note: If applying to both programs, applicants should enter information for both programs on this form but **Must** submit the application package including the Supplemental Form and attachments, to **Each** respective Opportunity ID on Grants.Gov for each program. That is, complete 1 form, but submit it to both programs in Grants.gov.

Section I. Applicant Information

Organization Legal Name: Augusta Richmond County

FTA Recipient ID Number: 2016

Organization Chief Executive Officer: Sharon Dottery (706) 821-1818
(Name and Direct Phone Number)

Applicant Eligibility: ☒ Direct or Designated Recipient
☐ State
☐ Local Governmental Authority
☐ A Federally-Recognized Indian Tribe

Project Location: ☐ Small Urbanized Area (50,000-199,999 people)
☒ Large Urbanized Area (200,000+ people)
☐ Rural (less than 50,000 people)

Description of services provided and areas served:

Augusta Transit (AT) is a department of City of Augusta providing fixed and demand responsive routes serving Augusta-Richmond County. AT's mission is to "give our customers access to all regions of Augusta-Richmond County by providing quality, dependable, safe, accessible, and affordable transportation, thereby enhancing the mobility of the general public as well as the transportation disadvantaged." Currently, AT contracts RATP Dev USA Inc., to operate and maintain its transit services.

AT provides a fixed route service over an urban area of 25 square miles with a county population of 201,793. Of the 56 census tracts in Augusta-Richmond County, 43 (or 77%) are served by fixed route transit. Complimentary Paratransit service (for persons with a permanent or temporary disability that prevents them from using fixed-route services) follows a 1.5-mile corridor around each fixed route service.

AT's fixed route system of nine (9) routes is primarily radial with six (6) of these routes terminating at the Broad Street Transfer Facility (BSTF) near Downtown Augusta. A second smaller terminus, Gordon Highway Transfer Point (GHTP) is served by four (4) routes of which two (2) routes serve South Augusta.

Operating hours for fixed route and Paratransit services are Monday through Saturday; 6:30 a.m. through approximately 8:00 p.m. However, late evening or Sunday services are not provided. Typical fixed route headways vary from a minimum 40 minutes to a maximum 1 hour 20 minutes. The fixed route network is comprised of 617 bus stops (including transfer facilities), 92 shelters, 71 trash cans and 92 benches.

AT's fleet consists of nineteen (19) fixed route buses and eight (8) paratransit vans, a total of 27 vehicles and a small fleet of supervisor and maintenance vehicles. The average age of AT's fixed route buses at 9.5-years is the highest compared to the 15 motorbus transit operators in Georgia. An aging fleet has negatively affected on-time performance, service reliability, resource consumption and rider appeal to use transit for trip making.

Continued economic growth in Augusta-Richmond County has attracted numerous residential, business and industrial developments, government centers of excellence and medical facilities. Recent economic growth has not been matched by transit ridership growth which declined from a peak 787K (2015) to 652K (2020). Nevertheless, AT is determined to realize its potential for growth by connecting major activity centers and job opportunities in Augusta Richmond County but can only do so with a renewed, energy efficient and expanded fleet.

Section II. Project Information

About the Project

Project Title: Augusta Transit Goes Electric
(Descriptive title of this project)

Project Executive Summary:

Augusta Transit is requesting funding to replace five buses that have exceeded 400K lifetime miles with battery electric buses (BEBs). An aging bus fleet has negatively affected service reliability and rider appeal to use transit for trip making. Our planned approach coincides with the Green Augusta Initiative of the City of Augusta which seeks to have the city's non-emergency fleet vehicles at zero emissions by 2031.

Project Statement of Work (one sentence summarizing request):

Augusta Transit is requesting \$6,271,325 of 5339 grant funds and will provide a local match of \$1,118,175 to replace and upgrade five (5) of its aging diesel buses with Battery Electric Buses and associated charging infrastructure to improve service reliability and rider experience and ultimately attain climate action goals.

Propulsion Type: ☒ Battery electric

☐ CNG

☐ Diesel

☐ Diesel-electric hybrid

☐ Gasoline

☐ Hydrogen fuel cell

☐ Other

If Other, specify:

Project Type: ☒ Bus Replacement

Number of buses to be replaced:

5

☐ Bus Rehabilitation

Number of buses to be rehabilitated:

☐ Bus Expansion

Number of buses for service expansion:

☐ Bus Facility Replacement☐ Bus Facility Rehabilitation☐ Bus Facility Expansion☒ Bus Equipment☒ Other

If Other, specify: Bus Chargers

Climate Change

For Buses and Bus Facilities Projects, please describe the significant community benefits relating to the environment. See NOFO Section E.2 for additional guidance:

The purchase of BEBs is consistent with required actions meeting goals stated in AT's Climate Action Plan (Attachment A). From an annual emission level of 1,031 MTCO₂e, emissions will be reduced by 1/3 with the potential to meet a target 50% reduction of emissions from diesel powered buses by 2031. BEBs once deployed will improve transit access in 20 of the 21 census tracts (95%) of persistent poverty and historically disadvantaged communities, Attachment B.

Environmental Justice Populations

Is there an environmental justice population(s) located within the service area? ☒ Yes ☐ No

Describe the environmental justice population(s) and the anticipated benefits resulting from the project for those population(s) (see NOFO Section E.2):

Augusta Transit partners with 50+ local non-profit agencies serving the transient, homeless and low-income households by providing monthly bus passes at discounted rates. Rider surveys indicate that more than 50% of riders are low income, 75% minority, 23% unemployed and 85% are from households with zero vehicles. Augusta Transit has a fleet eight (8) paratransit vehicles that enable 23K trips annually by the elderly and disabled. Maps in Attachment B.

Racial Equity/Barriers to Opportunity

Does the project address racial equity or barriers to opportunity (see NOFO Section E.2)? ☒ Yes ☐ No

If yes, please describe:

Through our partnership with the Augusta Regional Transportation Study Metropolitan Planning Organization and Transit Citizens Advisory Committee an inventory of service deficiencies and unmet needs was documented in the Future Mobility 2050 Metropolitan Transportation Plan. Replacement buses will address these unmet needs, improve service reliability and enable an extension of routes into South Augusta where many disabled, seniors, minority, underemployed and low-income persons reside.

Creating Good-Paying Jobs

Applicants for facility projects, please describe how the project will support creating good paying jobs (see NOFO Section E.2):

N/A – This is not a facility project.

Zero-Emission Fleet Transition Plan - Workforce Involvement

For zero-emission projects, please explain how workforce representatives were included in the development of the workforce plan of the Zero-Emission Transition Plan and which of the three elements described in the NOFO Section E.2 were used to maintain job quality and avoid displacement of the existing workforce:

AT's operators and maintenance staff are unionized. The Transit Service Contract (effective 8/1/22) directs the Contractor to: 1) provide consistent technical training of staff to ensure career advancement and thorough vehicle servicing knowledge; and 2) adhere to City's minimum hourly wage guidelines. AT intends to use labor management partnerships and potentially develop an apprenticeship program with Augusta Technical College as strategies to ensure a trained workforce.

Justice40

Does the project support the Justice40 Initiative? ☒ Yes ☐ No

Describe how the project supports the Justice40 Initiative and the benefits provided (see NOFO Section E.2):

Augusta-Richmond County is comprised of 56 census tracts of which 41 (73%) are majority minority. With a 25 sq mi service area Augusta Transit serves 33 (85%) of these majority minority tracts. Rider surveys reveal 80% fixed route riders are minority, 29% low income, 23% unemployed and 80% lack access to a private vehicle. Seventeen tracts >30% of households are below poverty level, 15 (88%) are served by transit. Routes #4 Turpin Hill and #5 Washington Rd serve tracts 104 (Turpin Hill) and 3 (Harrisburg/West End) respectively, where >50% households are below poverty. Seniors and the disabled community have access to ADA compliant paratransit services with a catchment area extending ¾ mile either side of a fixed route. Project benefits will demonstrate a positive response to rider needs, such as, connecting riders to more opportunities and restoring equity in transit service reliability from new carbon neutral vehicles.

Describe the methodology used to determine the project meets the Justice40 Initiative (see NOFO Section E.2):

Onboard rider surveys conducted in 2015, 2016/2017 and 2018 were used to estimate Justice 40 impacts for low income, unemployed, minority and transit dependent riders. Poverty, housing/transportation cost burden and access to health care estimates were derived from the American Community Survey 2020 5-year data. Based on Economic Innovation Group a Distress Communities Index was derived. Five (5) variables selected by census tract: % Population 25 years and older with no diploma; % Total housing units vacant; % Civilian Population 16 yrs and older unemployed; % households below poverty; and ratio to median county income. Rank (best to worst), sum ranks and average. The higher the average rank score the greater the distress. Selected Top 15 distressed tracts and determined proportion of tracts served by transit. EJ Tool not used as number of census tracts in Augusta-Richmond County increased between 2019 and 2020 (47 to 56). Data is shown in Attachment B.

Justice40 Population Impacted

Justice40 Disadvantaged Community Served as Identified in the NOFO Section E.2

Actual or Estimated Annual Ridership Count

Low Income	343,774
Unemployed	149,966
Minority	515,987
No Private Vehicle	551,996
Seniors 65yr+	51,827
Distressed neighborhood	478,454
Access to Health Care/No Health Insurance	140,990

What is the percentage of Disadvantaged Communities within the project area? 80 %

Was this estimate generated using the Justice40 online mapping tool? ☐ Yes ☒ No

Project Budget

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Buses	5	754,205	133,095	0	0	4,436,500	☒
Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Configurables/Options	5	85,000	15,000	0	0	500,000	☒
Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Delivery	5	14,875	2,625	0	0	87,500	☒
Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Extended Battery Warranty	5	127,500	22,500	0	0	750,000	☒
Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Diagnostic Tools & Laptop	1	4,250	750	0	0	5,000	☒

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Pre/Post Delivery BA Audit	1	13,175	2,325	0	0	15,500	☒

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
QMS/QA Periodic Inspections	1	42,500	7,500	0	0	50,000	☒

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Depot Chargers (Equipment)	3	175,500	19,500	0	0	585,000	☒

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Depot Charger (Installation) - per dispenser	6	13,500	1,500	0	0	90,000	☒

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Training & Workforce Development	1	316,000	79,000	0	0	395,000	☒

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Project Management and Technical Support	1	380,000	95,000	0	0	475,000	☒

Total:	6,271,325	1,118,175	0	0	7,389,500
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Does the project budget include funding for workforce development activities or training at the National Transit Institute (NTI)?

☐ Yes ☒ No

For zero emission projects, is 5% of the project budget for workforce development training as outlined in the applicant's Zero-Emission Transition Plan?

☒ Yes ☐ No

If no, please explain why the full 5% is not needed:

Not applicable

Matching Funds Information

Matching Funds Amount: 1,118,175

Source of Matching Funds:

Augusta Transit is requesting \$6,271,325 in FTA Low or No Emission Bus Program funds 5339c for the cost of purchasing five (5)

battery electric, ADA compliant, 35-foot transit buses and the necessary charging equipment and infrastructure to support these buses. The five (5) Battery Electric Buses (BEBs) will replace three (3) diesel buses which currently have exceeded their Useful Life Benchmark (ULB) replacement year by at least 25% and two (2) which will have reached their ULB in 2024 the anticipated time of BEB delivery in 2024.

Supporting Documentation of Local Match:

The local cost share match for this project, in the amount of \$1,118,175 will be provided by non-federal, Augusta, Georgia general fund revenues. A commitment letter signed by the Augusta, Georgia Finance Director and City Administrator demonstrating the availability of local funding is attached to the application in Attachment C – Local Match Documentation. Attachment D– Project Budget provides a detailed breakdown of the project budget.

Project Scalability

Is project scope scalable? ☒ Yes ☐ No

If Yes, specify minimum Federal Funds necessary: 4,011,665

Provide explanation of scalability with specific references to the budget line items above:

This project is scalable and should Augusta Transit receive less than the FTA funds requested, Augusta Transit will implement the project based on the amount awarded by FTA. However, the minimum federal funds necessary (\$4,011,665) would provide the match required for three (3) Battery Electric Buses, the necessary charging equipment to support these buses, and make use of a technical expert to support and manage Augusta Transit's Battery Electric Bus deployment (See Attachment D – Project Budget).

Scaled back funding will enable the replacement of three (3) diesel buses all of which have significantly exceeded their Useful Life Benchmark (ULB) replacement age (12-14 years) and recommended lifetime mileage of 350K. The lesser amount would fall short of the capital necessary to achieve a 50% reduction by Augusta Transit's revenue fleet in Greenhouse Gas Emissions by 2031 (as defined in Augusta Transit's Climate Action Plan (Attachment A)).

A lesser amount than requested would also frustrate the speed in implementing of Augusta Transit's fleet replacement plan. The amounts of Federal 5339 formula funds allocated to Augusta Transit on an annual basis, it will be practically impossible to purchase one (1) Battery Electric Bus except by consolidating at least three (3) years of grants. Consolidating and expending 5339 funds exclusively in this way will arrest potential future development of Augusta Transit where these funds can be expended on other much needed capital purchases.

Over the past year Augusta Transit has galvanized, informed and compelled Augusta, Georgia Commission and the community that a zero-emission fleet is the best way forward. In 2021 five (5) Battery Electric Bus OEMs visited Augusta, demonstrated their products by putting them into regular service giving the community an opportunity to ride free and experience the benefits of Battery Electric Buses. Buses were also sent to our workshop giving mechanics, laborers and union representatives an opportunity to see, touch and understand for themselves Battery Electric Buses.

Less than the full complement of funding for five (5) Battery Electric Buses requested may stall an expansion of fixed route service into South Augusta. South Augusta for many years has seen economic and population growth which has not been matched by the provision of transit services. Our current small and aging yet stretched fixed route fleet is unable to meet the demands of expanded service into South Augusta unless service on an existing route/s is curtailed. Additionally, to adequately serve the South Augusta community, robust, reliable and [clean energy] efficient buses are needed given the distances required to connect this part of the county to downtown and major retail centers throughout the county.

Augusta Transit and Augusta, Georgia are ready to put into service five (5) BEB. Augusta Transit is ready to lead the Central Savannah River Area (CSRA) in the adoption and operation of clean energy transit buses. The more than 30 letters of support from elected officials and local, state, and regional organizations demonstrate support for this funding request. These letters also demonstrate a shared vision to improve the quality of life for all in Augusta Richmond County through viable and sustainable mobility options.

Project Timeline (Please be as specific as possible)

Timeline Item Description	Timeline Item Date
FTA Award & Project Partner Contracts	12/30/2022
Project Planning & Initiation	01/31/2023
Requirements Analysis	05/31/2023
Bus Procurement & Build	04/30/2025
Infrastructure Procurement, Design, & Build	06/28/2024
Bus & Infrastructure Deployment	04/30/2025
Deployment Validation	05/29/2026
Project Close-Out	08/31/2026
Project Management & Reporting	08/31/2026

Congressional Districts (Project Location)

Congressional District

GA-012

Partnership Provision

Note: the partnership provision is only applicable to low or no emission projects that are applying to the Low-No Program or both the Low-No and Bus Program. Projects applying only to the Bus program are not eligible to use the partnership provision. See NOFO Section C(1).

Is this application a partnership between an eligible applicant and one or more partners?

☒ Yes ☐ No

If yes, please list the partner(s) and describe their qualifications:

This project will have the support and involvement of the following project partners: GILLIG, ChargePoint, Georgia Power, and the Center for Transportation and the Environment (CTE). Qualifications for each partner can be found in Attachment E and Letters of Commitment from each partner can be found in Attachment F.

GILLIG is a privately owned American manufacturer of heavy duty low floor transit buses located in Livermore, CA and is the leading supplier of heavy duty transit buses to cities throughout the United States. GILLIG has been producing transportation vehicles in the United States for 134 years and is a Federal Transit Administration (FTA) qualified Transit Vehicle Manufacturer (TVM). GILLIG meets all FTA requirements imposed on grantees of Federal funding, including DBE Goals, current Buy America provisions and Bus Testing requirements. GILLIG has designed and built a complete range of transit buses including parallel hybrids, series hybrids, fuel cell, overhead wire trolleys, and overhead wire/battery hybrid trolleys.

In 2016, GILLIG delivered its first fully-electric battery buses designed primarily with the systems we had proven out through these prior projects. As a result of these prior projects, GILLIG has been able to develop a production ready battery electric bus built on proven low floor bus platform to meet customers' requirements. GILLIG has received firm orders for over 250, 35' and 40' battery electric buses from customers showing the strong commitment to zero emission buses by both GILLIG and its customers. GILLIG is currently in production with both the 35' and 40' battery electric buses and currently delivering battery electric buses as they are completed.

ChargePoint is a leading electric vehicle infrastructure company based in Campbell, California. With a fully integrated technology portfolio ChargePoint designs, develops and manufactures hardware and software solutions for electric vehicle charging equipment and infrastructure. GILLIG Battery Electric Buses are compatible with ChargePoint charging systems and technology.

Georgia Power is an electric utility company serving more than 2.6 million customers in Georgia. The City of Augusta ranks as one of the largest Georgia Power customers in Augusta-Richmond County. The Georgia Power Make Ready Electric Transportation Program was created to advance Georgia's development to a clean transportation future by providing electric vehicle charging infrastructure throughout the state. It does this by removing the biggest financial hurdle, electrical charging infrastructure, and providing grants to clients allowing it to install, own and maintain the electrical infrastructure up to the charging point.

CTE has managed a range of zero-emission bus projects over the last decade. CTE has provided technical and management support to more than 75 transit agencies that have either deployed or will soon deploy more than 430 zero-emission buses. Based on this experience, CTE developed a Zero-Emission Smart Deployment Methodology to assist transit agencies in their zero-emission bus deployments. The cornerstone of CTE's approach is to apply our modeling and analysis tools to match transit service requirements with the right ZEB technologies and operational strategies. CTE's approach equips agency staff with a robust understanding of the ZEB market and technology options as well as the impact that these options have on operational strategies and related costs. Regardless of an agency's familiarity with zero-emission buses, CTE can provide the expertise necessary to help agencies mitigate risks associated with these deployments. CTE understands both the technical and administrative challenges associated with the procurement, deployment, and operation of zero-emission vehicles.

Section III . Evaluation Criteria

*** Address each of the evaluation criteria as described in the Notice of Funding Opportunity.***

Demonstration of Need

Augusta Transit's fixed route fleet (19 vehicles) average age at 9.5-years is the highest of any motorbus transit operator in Georgia. Spare ratio requirements are not applicable due to fleet size. All five buses that replacement funding is sought have exceeded 400K lifetime miles. Three buses have exceeded the recommended Useful Life Benchmark (ULB) replacement threshold in 2022 by 25% and two will reach their respective ULB in 2024. These aging buses have significantly higher emissions than the rest of the fixed route fleet and maintenance costs escalate as the vehicles age further.

To meet climate action goals as contained in Augusta Transit's Climate Action Plan (Attachment A) and the City of Augusta, GREEN AUGUSTA initiative (Attachment G p.46). This project has the potential to achieve a 50% reduction of GHG emissions from diesel powered buses by 2031, the primary goal of the Climate Action Plan. Our 5339 Bus and Bus Facilities formula grant annual average apportionment between \$200K-\$300K is not sufficient to purchase 50% of a BEB. It will take several years saving 5339 fund apportionments just to purchase one BEB. The need for additional grant funding to fulfill this bus replacement project is significant, necessary, and vital for Augusta Transit to meet its climate action plan goals.

An aging bus fleet has severely impacted service reliability. Continuous breakdowns of buses enroute are compounded by buses awaiting parts in the depot. In the month of November 2022 two of the five buses being replaced were in revenue service operation for just two out of a total of 25 service days or just 8%. Service reliability is further diminished as Orion and BlueBird transit buses are

no longer produced. Sourcing parts or conducting repairs or preventative maintenance may take weeks and sometimes months. Currently, three fixed routes serving Justice40 communities in Augusta are planned to be served by two buses each. However, bus limitations permit only one route to be served by two buses while the other two are served by one bus each. This situation has resulted in long and irregular wait times, severe lapses in on time performance, missed transfers and inconsistent scheduling; all of which erode rider appeal to use transit for trip making.

For too long riders have endured traveling on aging, tired, and energy inefficient buses. Many of our riders as transit dependent come from low-income households with no access to a private vehicle. At times with buses being repaired or awaiting parts, spare buses even break down while in service; resulting in vans having to be deployed to get stranded riders to where they need to go.

Operating aging buses is strenuous on the bus operator. Current technologies that make the driving task more efficient and ergonomic are not onboard. The prolonged wait for upgraded buses can negatively affect how bus operators see their value to Augusta Transit. It has also made it harder to attract retired and retain bus operators who expect to drive buses in a better operational state. Continuous repair of buses and the unavailability of genuine OEM parts has resulted in creative solutions by the mechanic team that may be short-lived. In such an environment the skillsets of the mechanic staff may stagnate or become redundant at the expense of the continuous upgrade of skills through engaging with the latest engineering solutions and technologies.

AT is also requesting funding for three 200 kW chargers with 2 dispensers each. Participation in Georgia Power's Make Ready Program will fund the electrical infrastructure, up to the charger, at no cost to Augusta Transit. The grant is time limited and availability in future years is not guaranteed. The electrical and charging infrastructure required for this project are important steps in the transition of our maintenance facility to accommodate clean energy vehicles.

Demonstration of Benefits

Note: If applying to both programs, be sure to select "yes" and provide a response to both questions below.

Is this an application to the Low-No Program? ☒ Yes ☐ No

Please describe the benefits of the proposed project per the statutory requirements of the Low-No Program (see NOFO Section E(1)(b)(i)):

The proposed project will allow Augusta Transit to remove one 2004, two 2005, and two 2010 model year diesel-fueled buses from service and deploy five zero-emission battery electric buses in their place. Combined, the five buses being replaced operate for approximately 92,500 miles and consume 22,200 gallons of diesel each year.

Deploying battery electric buses in place of fossil fuel vehicles will reduce energy consumption and harmful emissions, including greenhouse gases and particulates. The zero-emission buses that the AT is proposing to put into service consume less energy per mile than buses that use other common propulsion technologies, such as gasoline, diesel, and natural gas engines. Even when considering well-to-wheel energy requirements, battery electric buses are a more efficient transit solution than these other vehicle technologies. Operating battery electric buses instead of comparable modern fossil fuel buses (model year 2022 diesel and gas bus) will reduce the amount of energy that the AT uses each year by 2,140 gigajoules (GJ). That energy is equivalent to 36 years' worth of gas for the average American car driver, every year.

Deploying the zero-emission buses in place of the existing vehicles will reduce the AT's annual direct carbon (greenhouse gas) emissions by approximately 200 metric tons and prevent the release of harmful emissions, including 18,300 g (grams) of particulate matter under 2.5 micrometers (PM2.5), which has a considerable health impact on the local community. This reduction of direct carbon and harmful emissions results in a social cost savings of \$23,000 annually, in accordance with Executive Order 13990.

Compared to modern fossil fuel buses (model year 2022), deploying the zero-emission buses will also reduce annual direct carbon emissions by approximately 200 metric tons. In addition, compared to modern fossil fuel buses, zero-emission buses will reduce production of harmful emissions, including particulate matter under 2.5 micrometers (PM2.5) by 277 g annually. This reduction in direct carbon and harmful emissions results in a social cost savings of \$20,800 annually, in accordance with Executive Order 13990.

Refer to Attachment H – Benefits Calculation Methodology for more details on the emissions estimates shown above.

Is this an application to the Buses and Bus Facilities Program? ☐ Yes ☒ No

Please describe the benefits of the proposed project per the statutory requirements of the Buses and Bus Facilities Program (see NOFO Section E(1)(b)(ii)):

Planning and Local/Regional Prioritization

Envision Augusta (Augusta's 2035 Comprehensive Plan (published 2018)) (Attachment G p.1) identified public transit investment as a priority need, including extension of public transit lines, especially to Hephzibah, Fort Gordon, and South Augusta. From this plan the incorporation of BEBs into Augusta Transit's fleet would realize opportunities such as: increase the level and frequency of public transit service; provide services to unserved areas of Augusta; pursue efficiencies and the latest vehicle technologies; and improve the public image of transit service to residents of Augusta-Richmond County.

A Comprehensive Operational Analysis (COA) of Augusta Transit (2017) (Attachment G p.11) long-range recommendations noted 'Higher service frequency and longer hours can only be achieved with additional resources.' While BEBs were not explicitly stated, the primary resource needed, no doubt are 'buses.' Realizing this resource would fulfill many of the survey respondent's needs identified in the COA such as service span, service area, frequency and bus improvements. COA identified that Augusta Transit's fixed route system serves many areas with a high transit need index; however, there are similar rated areas in South Augusta which are unserved.

Future Mobility 2050 is the current Metropolitan Transportation Plan (Attachment G p.24) of the Augusta Regional Transportation Study (ARTS). ARTS is the designated bi-state regional Metropolitan Planning Organization. Several goals in the MTP are realized through the introduction of BEBs. For example, Goal #1 - Reduce Traffic Congestion and Delay, BEBs will improve reliability which in turn will retain existing riders and attract choice riders; Goal #2 - Mobility, Accessibility and Connectivity through new and improved Public transit; and, Goal #6 Environmental Stewardship, incorporating BEBs into the fleet will immediately reduce GHG emissions reduction. It is evident that this project aligns with the specific goals and long-term planning of Augusta-Richmond county.

Green Augusta was initiated in February 2021 (Attachment G p.46). The climate change initiative sought to: review the transition of the city's non-public safety vehicle fleet to zero emissions (electric) vehicles; develop recommendations to strategically transition a determined proportion of such vehicles to alternative fuels such as battery electric; and, have the 'non-emergency fleet vehicles zero emission s by the year 2031.' In 2022 Augusta Transit developed its Climate Action plan to align with the 'Green Augusta' goals and respond to the Federal Transit Administration's Sustainable Transit for a Healthy Planet initiative.

Augusta Transit's Climate Action Plan (Attachment A) commits Augusta Transit by 2031 to: Reduce transit fleet vehicle emissions from fossil fuels by 50%; Increase the number of clean/renewable energy vehicle fleet registrations by 50%; and ensure 100% of operations and maintenance staff are conversant with clean energy vehicle technology. This project will provide reliable transportation which is a key part of the solution to making public transportation a viable and attractive option, while addressing Justice40 initiatives in Augusta-Richmond County.

Augusta Transit's proposed project is consistent with the ZEB Fleet Transition Plan (Attachment I) and regional and local plans identified above.

The more than 30 letters of support from local and regional nonprofits, civic organizations and the private sector demonstrate widespread community support for this specific project (Attachment J). A cleaner, more reliable fleet will make public transit more attractive to users, sustain the attractiveness of Augusta-Richmond County to economic development and help our supporters encourage healthier lifestyles and a healthier environment. Ultimately leading the way to improving the quality of life of all Augusta-Richmond County residents.

Local Financial Commitment

Augusta Transit is requesting \$6,271,325 in FTA Low or No Emission Bus Program funds 5339c for the cost of purchasing five (5) battery electric, ADA compliant, 35-foot transit buses and the necessary charging equipment and infrastructure to support these

buses. The five (5) battery electric buses will replace three (3) diesel buses which currently have exceeded their Useful Life Benchmark (ULB) replacement year by at least 25% and two (2) which will have reached their ULB in 2024 the anticipated time of BEB delivery in 2024.

The local cost share match for this project, in the amount of \$1,118,175 will be provided by non-federal, Augusta, Georgia general fund revenues. A commitment letter signed by the Augusta, Georgia Finance Director and City Administrator demonstrating the availability of local funding is attached to the application in Attachment C – Local Match Documentation. Attachment D – Project Budget provides a detailed breakdown of the project budget.

Project Implementation Strategy

Can this project be obligated within 12 months? ☒ Yes ☐ No

Augusta Transit has selected the Center for Transportation and the Environment (CTE) to serve as project manager and provide technical assistance and GILLIG to provide five 35' BEBs. ChargePoint will provide the supporting charging equipment through GILLIG. Georgia Power will provide the infrastructure design, construction, and installation of infrastructure to support charging equipment deployment through their Make-Ready program at no cost to Augusta Transit.

Grant funds can be obligated within 12 months of selection and the project can be implemented within a reasonable time frame. CTE's Zero-Emission Bus (ZEB) Smart Deployment Methodology is specifically designed to help agencies understand ZEB technologies and how to successfully deploy them. CTE's approach equips agency staff with a robust understanding of the ZEB market and technology options, as well as the impact that these options have on operational strategies and related costs. CTE's services are based on the ZEB Smart Deployment Methodology and reflected in the Project Management Plan (Attachment K), which includes nine primary tasks. The project timeline (Attachment L) includes the necessary milestones for successful project implementation and sequenced appropriately for the project. Project partners are ready to initiate project immediately upon award.

The Transportation Improvement Program (TIP) can be amended to include the project. A letter from the MPO is included in Attachment J p. 8.

The proposed project is expected to qualify for a categorical exclusion under the National Environmental Policy Act (NEPA) (23 CFR 771.118) as the bus deployments do not expand or change the function of Augusta Transit's service. The installation of charging infrastructure will occur within the confines of an existing facility.

Augusta Transit has limited experience with BEBs and will subcontract the periodic Quality Management Systems (QMS) and Quality Assurance (QA) inspections to ensure that the GILLIG BEBs are being built to the expected standards and configurations. To continue the development of our staff and reduce future costs associated with inspections and failures, Augusta Transit has included the cost for a staff inspector to shadow and be trained by the expert inspector.

The following entities are participating as project partners: GILLIG, ChargePoint, Georgia Power, and the CTE. More detailed information on their qualifications is included in Attachment E and their letters of commitment are included in Attachment F. CTE is the national leader in providing technical assistance for ZEB deployments, guiding transit agencies through battery-electric and fuel cell electric bus deployment projects while minimizing project risks. CTE has managed a range of zero-emission bus projects over the last decade, from new bus development and demonstration projects to full fleet deployment projects.

GILLIG is a Federal Transit Administration (FTA) qualified Transit Vehicle Manufacturer (TVM). GILLIG meets or exceeds all FTA requirements imposed on the grantees of Federal funding, including DBE Goals, current Buy America provisions of more than 70% and bus testing requirements. 100% of GILLIG's manufacturing process is completed in the US by American workers. GILLIG's battery electric bus has completed Altoona testing.

ChargePoint is a leading electric vehicle infrastructure company based in Campbell, California. With a fully integrated technology portfolio ChargePoint designs, develops and manufactures hardware and software solutions for electric vehicle charging equipment and infrastructure. GILLIG BEBs are compatible with ChargePoint charging systems and technology.

Georgia Power is an electric utility. Georgia Power's Make Ready Electric Transportation removes the biggest financial hurdle, electrical charging infrastructure, and providing grants to clients allowing it to install, own and maintain the electrical infrastructure

up to the charging point.

Technical, Legal, and Financial Capacity

Augusta Transit is a department of the City of Augusta and has the legal authority to receive federal financial assistance to execute the objectives of this project. Augusta Transit has a long history of funding and is familiar with all Federal regulations including financial accounting, fund disbursements, financial management and audit documentation.

Augusta Transit successfully administers section 5307, 5311 5339b funds and has a legacy in the management of Federal Transit Administration (FTA) grant funds including using FTA's electronic grant application system, TrAMS. Augusta Transit is required by FTA to meet the reporting requirements within FTA's Circular 5010.1E, Grants Management Requirements Circular.

Augusta Transit has successfully passed its 2018 FTA Triennial Review with no major deficiencies. During the second quarter 2022 Augusta Transit is currently undergoing its 2022 Triennial Review (postponed from 2020) and no major deficiencies are anticipated.

Augusta Transit contracts out its transit service to Augusta Transit Management (ATM) a company managed by RatpDev USA Inc. RatpDev USA Inc., is a multimodal transportation services provider and management organization. Mechanics/Technicians will be continuously trained on electric vehicle technology as part of the service contract.

Augusta Transit/ATM employees will also be receiving BEB and systems training from GILLIG included in the base cost of the buses. GILLIG will provide several formalized training courses related to BEB and their components on those buses. These courses include: maintenance department general vehicle orientation; air systems and brakes; basic bus electrical systems; multiplex electrical systems, emissions and BEB Technician training.

GILLIG has a permanent BEB supervising engineer serving the Atlanta Metro region, less than two (2) hours away from Augusta. Due to this proximity, Augusta Transit intends to make full use of any and all industry-leading training courses for not only our full maintenance staff, but all bus operators and facility staff. To further show Augusta Transit's commitment to workforce development, we have elected to include additional training from ChargePoint.

Augusta Transit has over the years developed a strong and stable relationship with GILLIG and is confident that the relationship with the adoption of BEB will enhance training and workforce development programs for years to come. Augusta Transit intends to develop a partnership with a local college, Augusta Technical College, where GILLIG developed training programs will facilitate hands-on experience to college students in BEB operations and technologies.

As required by Georgia Department of Transportation regulations, ATM successfully performs preventative maintenance inspections on its fleet, and will cooperate with Georgia Department of Transportation and GILLIG to learn about maintenance requirements.

Augusta Transit will be leveraging the technical assistance and proven project management capabilities of the CTE to ensure that this project is successful upon award. CTE is the national leader in providing technical assistance for zero-emission bus deployments, guiding transit agencies through Battery Electric Bus deployment projects while minimizing project risks.