FY 23 NO/LOW AND BUS FUNDING ANALYSIS

JUNE 2023
FY23 BUS GRANT ANALYSIS

This chart represents the number of grants made in the combined FY 2023 FTA Low- and No-Emission Grant program (Section 5339c) and the Bus and Bus Facilities competitive grant program (Section 5339b).

For the purposes of this analysis:

- Large-urban = over 1 million population UZA
- Medium-urban = 200,000-1 million population UZA
- Small-urban = 50,000-200,000 population UZA
- Rural = <50,000 population UZA
- Tribal = federally designated Tribe
COMPARING FY22 WITH FY23 (GRANT TOTALS)

FY 2022
- Small Urban: 21%
- Med. Urban: 25%
- Large Urban: 25%
- Rural: 23%
- Tribal: 6%

FY 2023
- Small Urban: 23%
- Med. Urban: 24%
- Large Urban: 25%
- Rural: 25%
- Tribal: 3%
This chart represents the total awards ($) made in the combined FY 2023 FTA Low- and No-Emission Grant program (Section 5339c) and the Bus and Bus Facilities competitive grant program (Section 5339b).
COMPARING FY 22 WITH FY 23 (AWARDS -$- TOTALS)
This chart compares FY22 with FY23 in terms of awards ($) totals by category in the combined FY 2023 FTA Low- and No-Emission Grant program (Section 5339c) and the Bus and Bus Facilities competitive grant program (Section 5339b).
This chart represents how the rural awards in the combined FY 2023 FTA Low- and No-Emission Grant program (Section 5339c) and the Bus and Bus Facilities competitive grant program (Section 5339b) will be spent.
This chart represents how the small-urban awards in the combined FY 2023 FTA Low- and No-Emission Grant program (Section 5339c) and the Bus and Bus Facilities competitive grant program (Section 5339b) will be spent.
TRIBAL TOTAL AWARDS ($) BREAKDOWN

This chart represents how the tribal transit awards in the combined FY 2023 FTA Low- and No-Emission Grant program (Section 5339c) and the Bus and Bus Facilities competitive grant program (Section 5339b) will be spent.
This chart represents how the medium-urban awards in the combined FY 2023 FTA Low- and No-Emission Grant program (Section 5339c) and the Bus and Bus Facilities competitive grant program (Section 5339b) will be spent.
This chart represents how the large-urban awards in the combined FY 2023 FTA Low- and No-Emission Grant program (Section 5339c) and the Bus and Bus Facilities competitive grant program (Section 5339b) will be spent.
The 25% floor for low-emission vehicle grants in the Low- and No-Emission competitive program was reached this year.

The split of grants (# of grants) is very similar comparing FY22 to FY23, with the biggest change being the reduction in Tribal grants.

Rurals/StateDOTs did better this year than last in terms of the amount of money within the grants. Large-urban saw a 10 percent decline this cycle. Small-urbans took a smaller reduction (4 percent).

In terms of overall vehicles, there were far fewer battery electric and fuel cell vehicles in the FY 23 round. Growth, not surprisingly, was seen in all the low-emission vehicle types.

Almost all of the standard (gas, diesel, ethanol) vehicles are going to rurals/State DOTs.

There are 39 facility grants (everything from major new operating/maintenance facilities to bus stop improvements to major charging/fueling infrastructure). Last year there were 31 similar grants.

Oddsities: No propane vehicles in the SUN category; no fuel cell vehicles in the rural category.

Largest grant: WMATA at $104m for both battery electric buses and a facility. DART (Dallas) received a $103m grant for CNG buses.