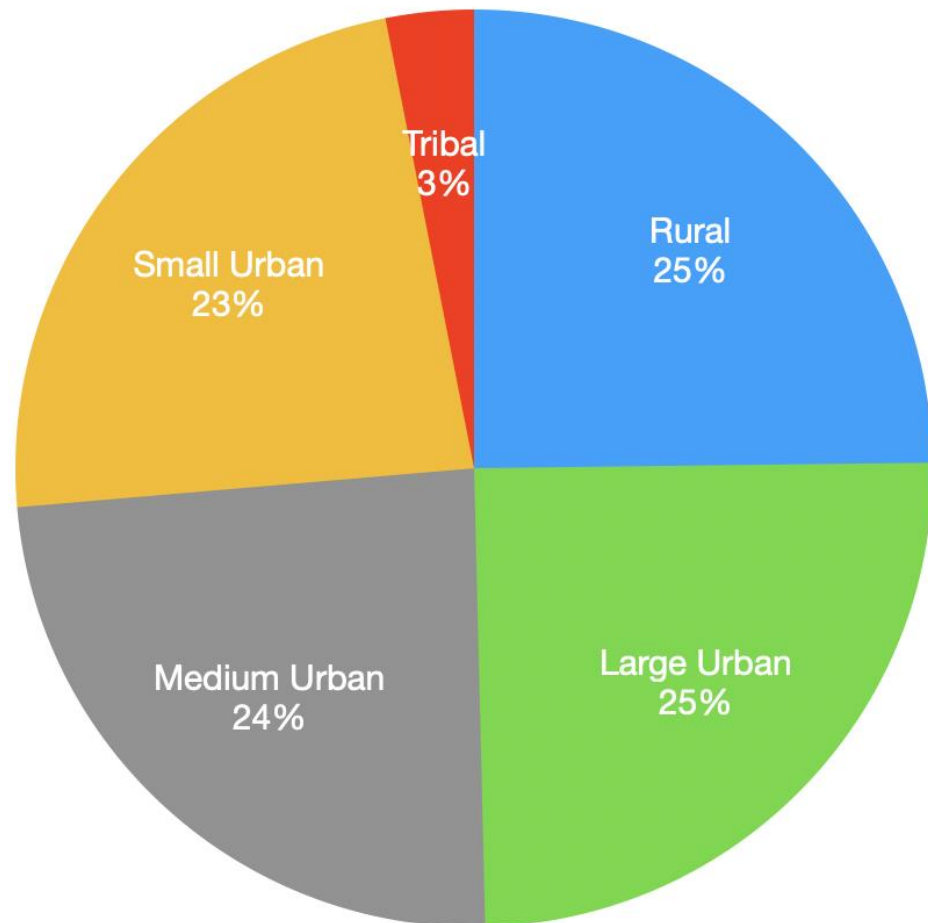


FY 23 NO/LOW AND BUS FUNDING ANALYSIS

JUNE 2023



FY23 BUS GRANT ANALYSIS



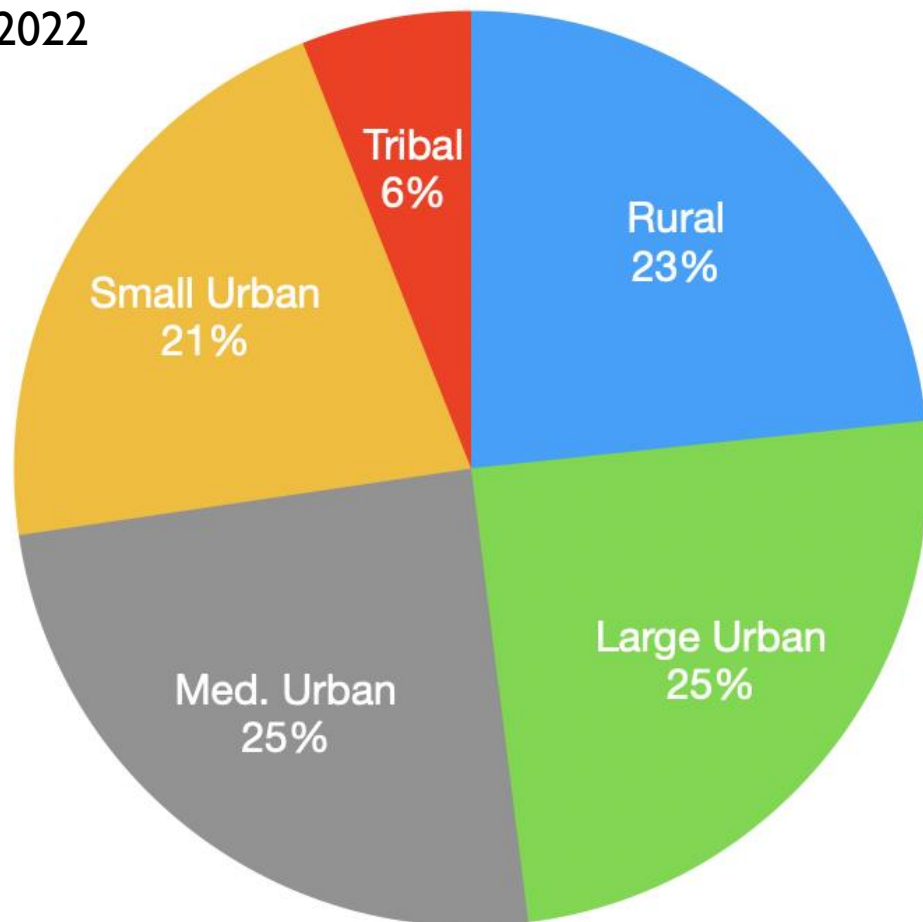
This chart represents the number of grants made in the combined FY 2023 FTA Low- and No-Emission Grant program (Section 5339c) and the Bus and Bus Facilities competitive grant program (Section 5339b).

For the purposes of this analysis:

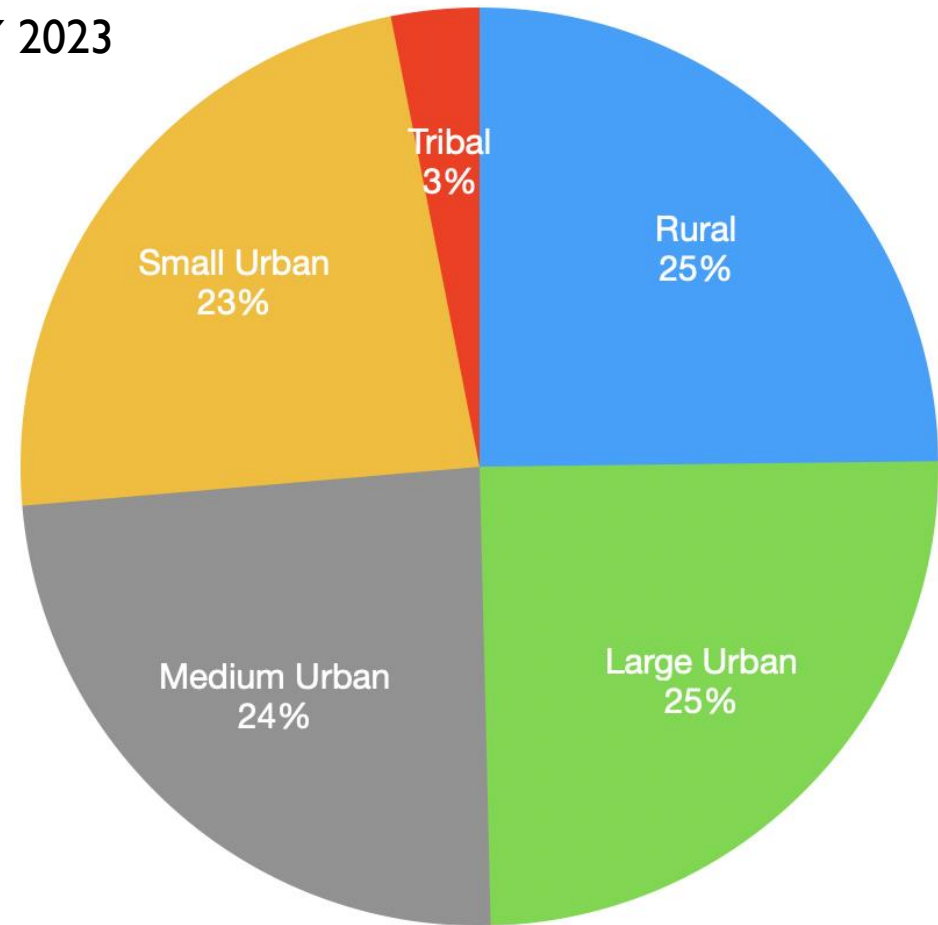
- Large-urban = over 1 million population UZA
- Medium-urban = 200,000-1 million population UZA
- Small-urban = 50,000-200,000 population UZA
- Rural = <50,000 population UZA
- Tribal = federally designated Tribe

COMPARING FY22 WITH FY23 (GRANT TOTALS)

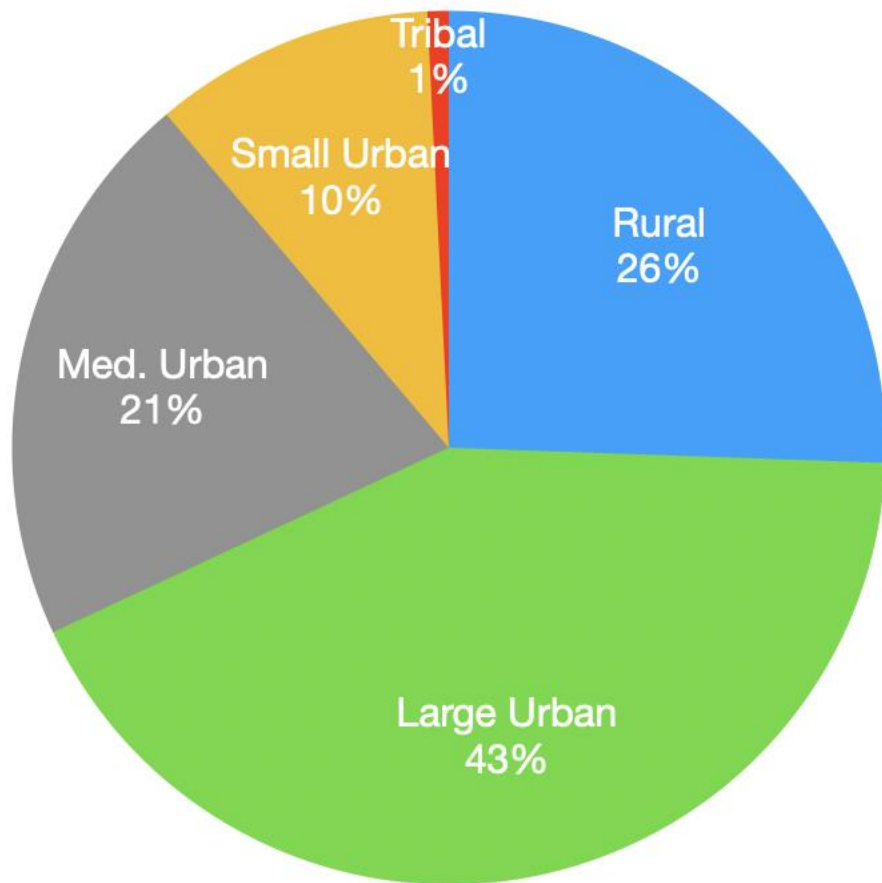
FY 2022



FY 2023



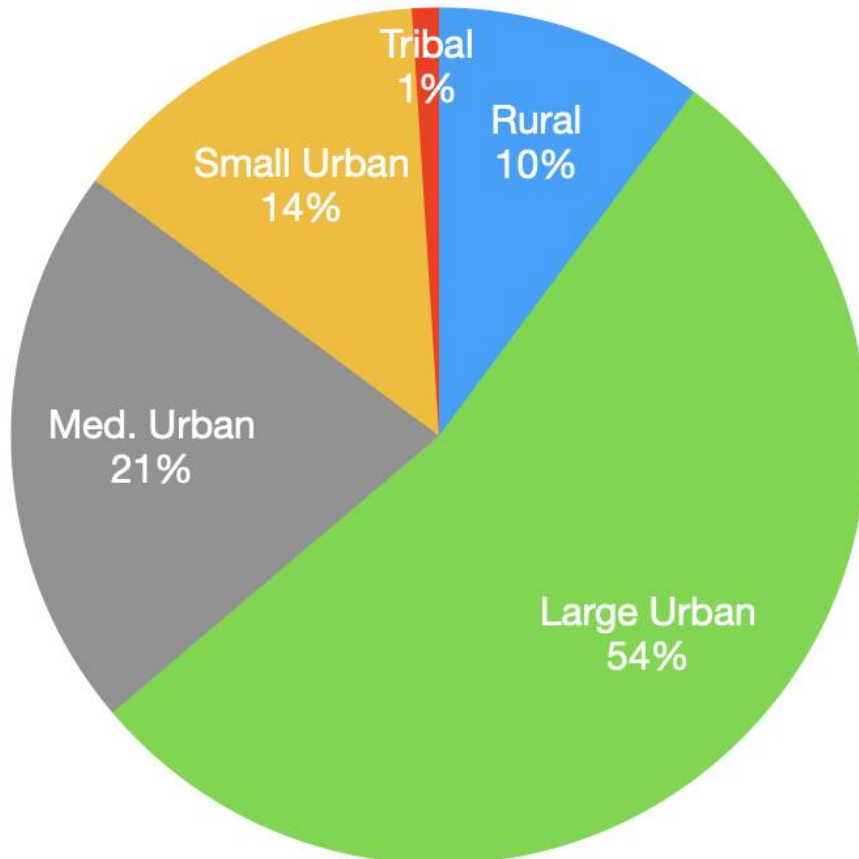
FY 2023 TOTAL AWARDS (\$)



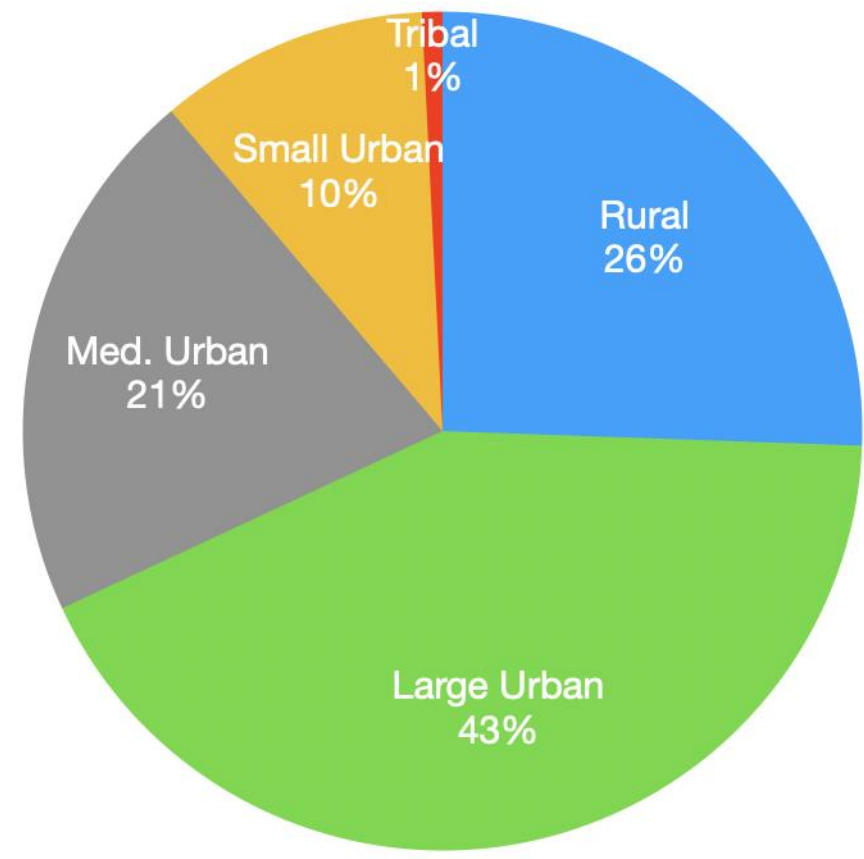
This chart represents the total awards (\$) made in the combined FY 2023 FTA Low- and No-Emission Grant program (Section 5339c) and the Bus and Bus Facilities competitive grant program (Section 5339b).

COMPARING FY 22 WITH FY 23 (AWARDS -\$- TOTALS)

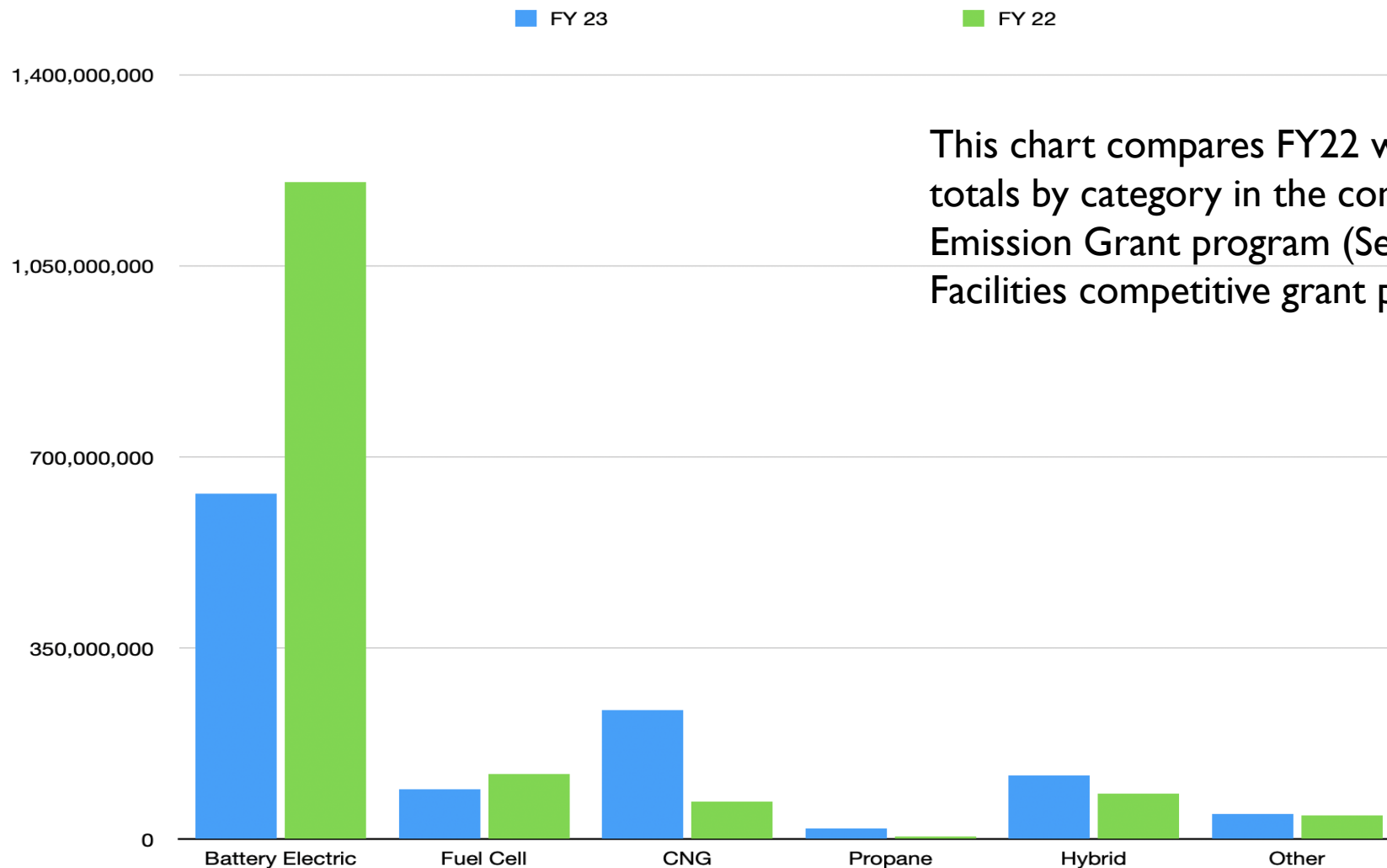
FY 2022



FY 2023

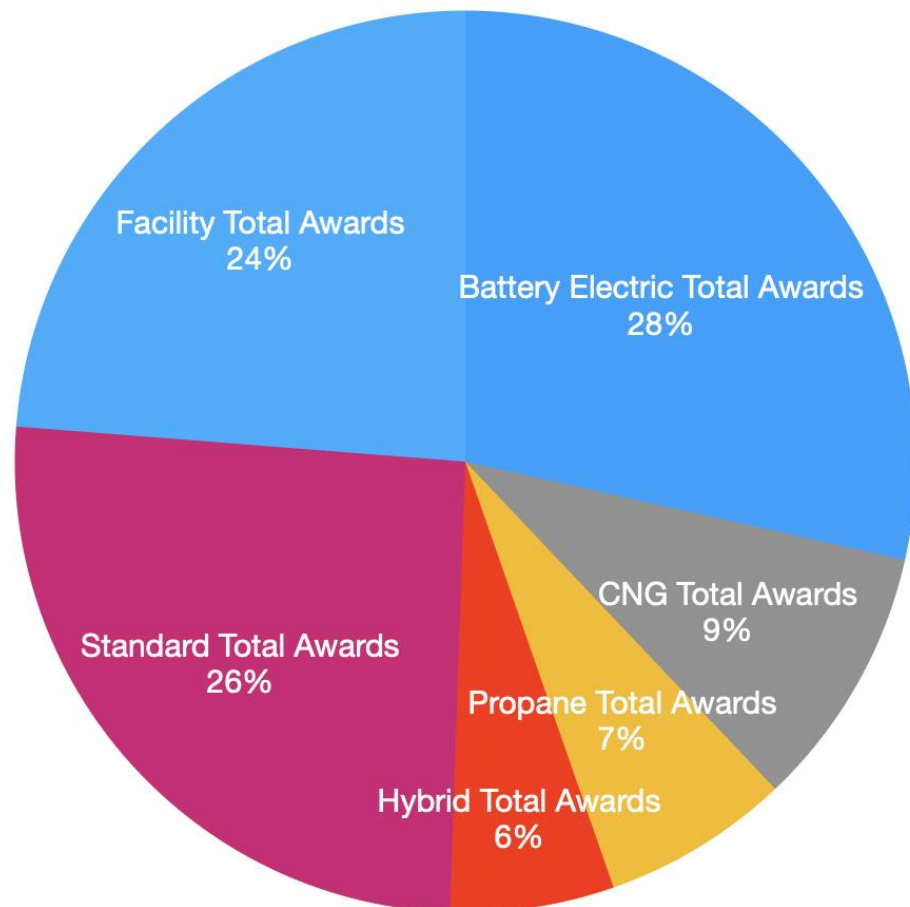


COMPARING FY22 WITH FY23 AWARDS (\$) TOTALS



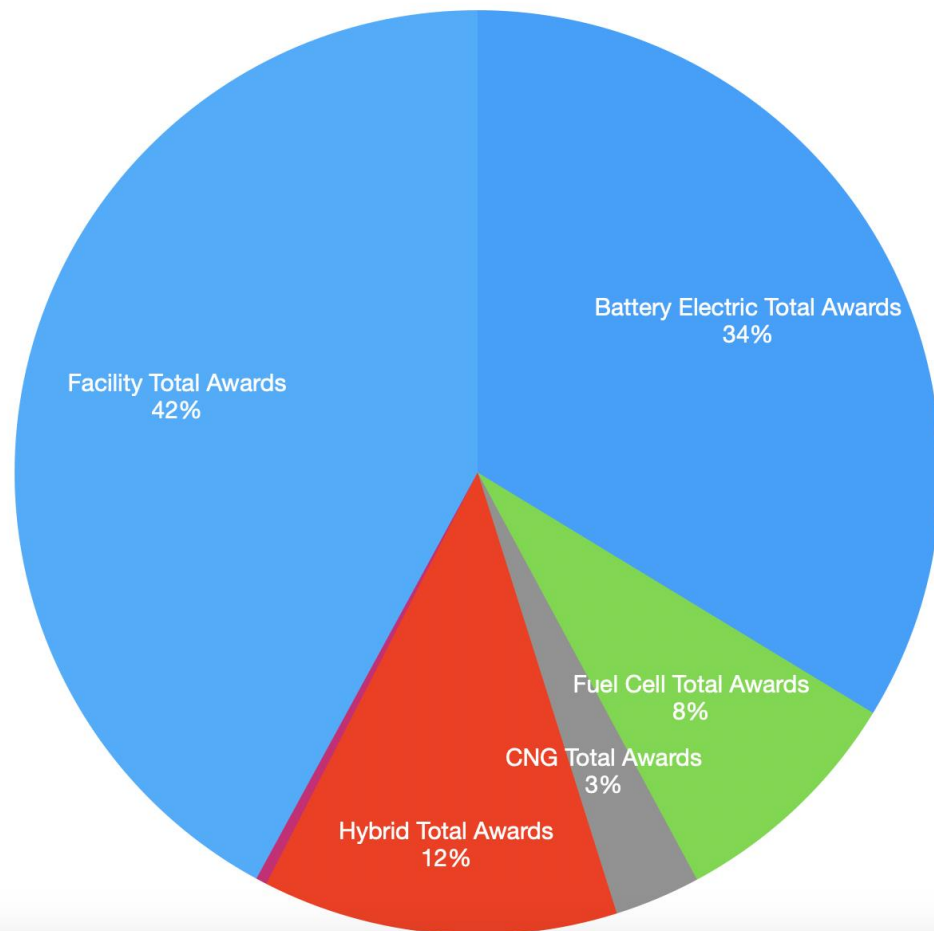
This chart compares FY22 with FY23 in terms of awards (\$) totals by category in the combined FY 2023 FTA Low- and No-Emission Grant program (Section 5339c) and the Bus and Bus Facilities competitive grant program (Section 5339b).

RURAL TRANSIT TOTAL AWARDS (\$) BREAKDOWN



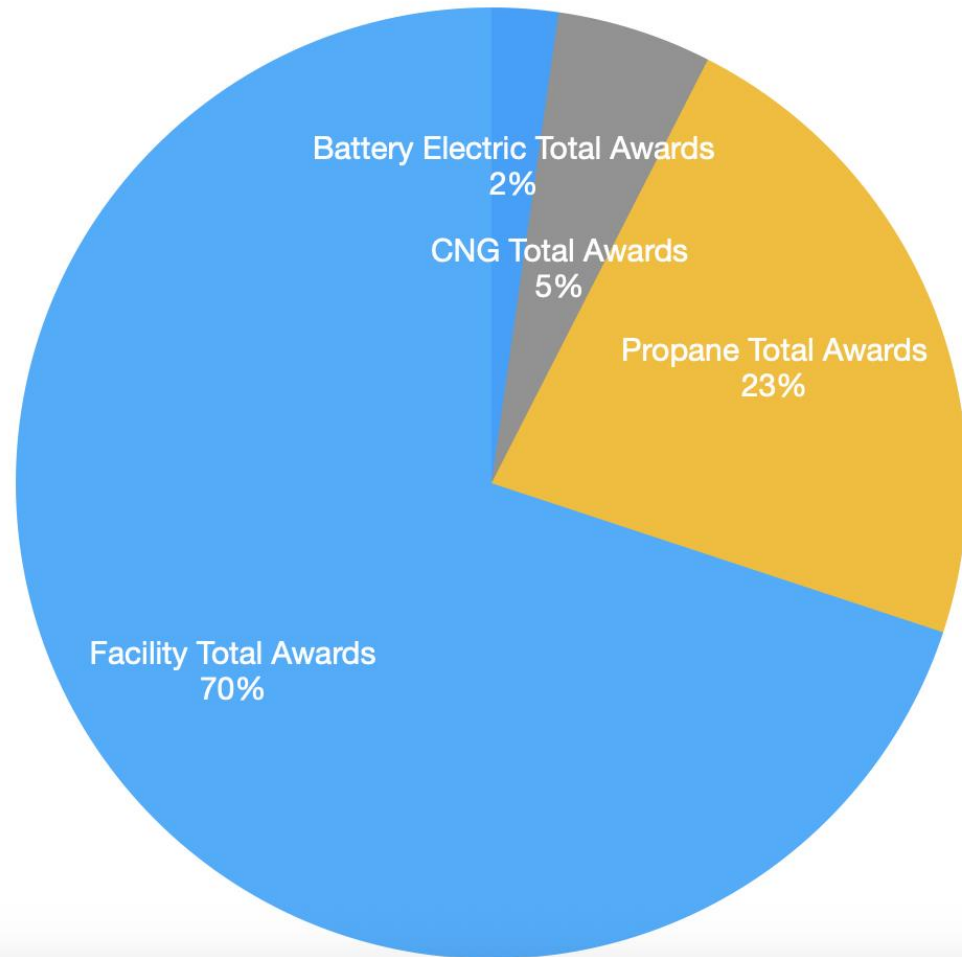
This chart represents how the rural awards in the combined FY 2023 FTA Low- and No-Emission Grant program (Section 5339c) and the Bus and Bus Facilities competitive grant program (Section 5339b) will be spent.

SMALL URBAN TOTAL AWARDS (\$) BREAKDOWN



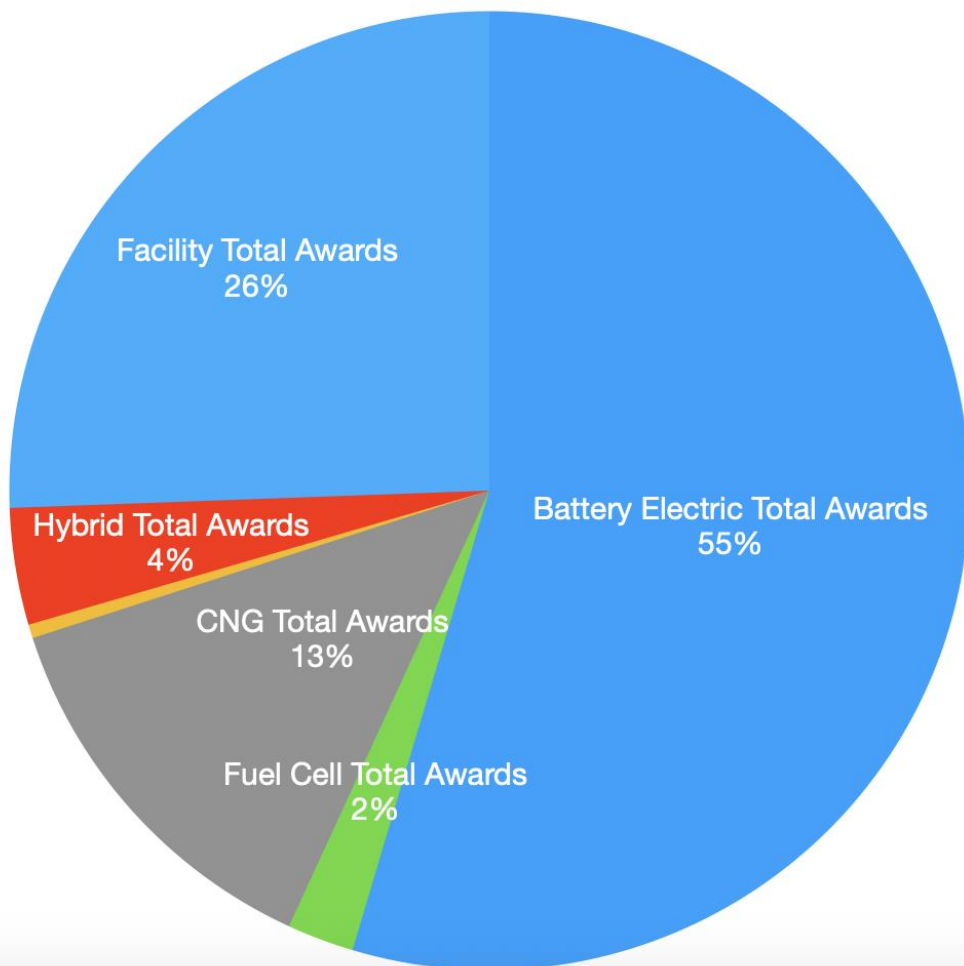
This chart represents how the small-urban awards in the combined FY 2023 FTA Low- and No-Emission Grant program (Section 5339c) and the Bus and Bus Facilities competitive grant program (Section 5339b) will be spent. .

TRIBAL TOTAL AWARDS (\$) BREAKDOWN



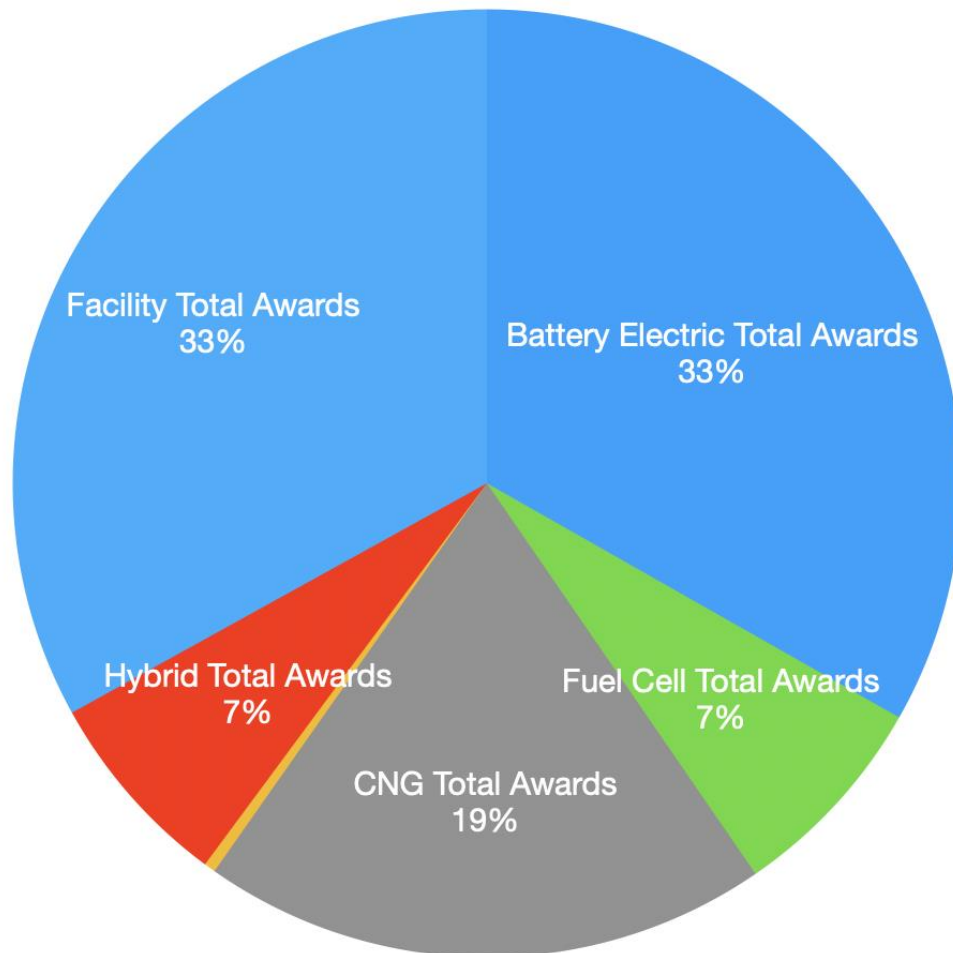
This chart represents how the tribal transit awards in the combined FY 2023 FTA Low- and No-Emission Grant program (Section 5339c) and the Bus and Bus Facilities competitive grant program (Section 5339b) will be spent.

MEDIUM URBAN TOTAL AWARDS (\$) BREAKDOWN



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. .

LARGE URBAN TOTAL AWARDS (\$) BREAKDOWN



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.

KEY TAKEAWAYS

- 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.
- Oddities: 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.

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