Capital Projects

Funding Handbook

NADO Research Foundation

August 2026

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Tribal Transit Program

CAPITAL PROJECT FUNDING HANDBOOK

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Above: Standing Rock Public Transit Center (photo credit: Pam Ternes)

Front cover photos (clockwise from center): Fort Belknap Transit Facility (photo credit: C. John Healy); Bad River Transit Administration Facility (photo credit: Robert Blanchard); Muscogee Nation Transit Authority Transportation Maintenance Facility (photo credit: Amy Hill); Gwichyaa Zhee Gwich'in Transit Bus Garage Renovation (photo credit: Lawrence Bredeman); Bad River Transit Repair Shop (photo credit: Robert Blanchard); Pueblo de Cochiti Bus Shelter (photo credit: Michia Casebier); and Bad River Transit Repair Shop (photo credit: Robert Blanchard).

Title page photo: Pueblo de Cochiti Bus Shelter (photo credit: Michia Casebier)

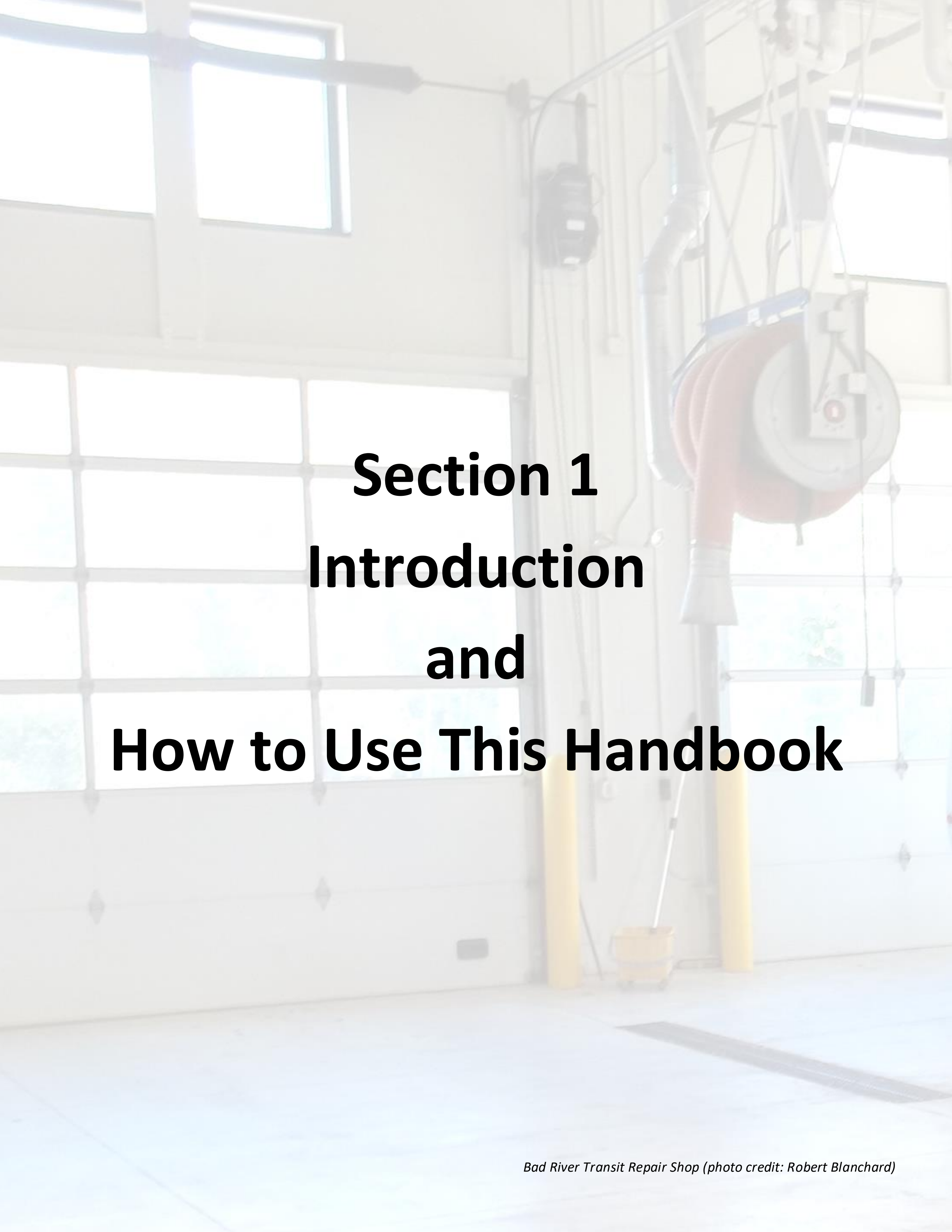
Back cover photo: Fond du Lac Transit Bus (photo credit: Fond du Lac Transit)

Acknowledgements

This Handbook was developed by Ms. Michia Casebier, President of M.G. Tech-Writing, LLC, with support from Ms. Carrie Kissel, Associate Director for the National Association of Development Organizations Research Foundation. Thank you to all the individuals and organizations who supplied information and images, consented to be interviewed, or suggested edits.

Please note that much of the text included within the following funding briefs is quoted verbatim from the federal agency website of focus to avoid any confusion with concepts having legal ramifications for grantors and/grantees. Readers are safe to assume that the "Funding Source/Agency" named in the top right of each Grant Summary Table is the primary source reference for information found on that page.

This work was completed under a United States Department of Agriculture (USDA) Rural Business Development Grant Program, which awarded funding to the National Association of Development Organizations Research Foundation to provide technical assistance to rural and tribal transportation agencies and organizations. USDA is an equal opportunity provider. Any opinions, findings and conclusions, or recommendations expressed in this publication are those of the document developers and do not necessarily reflect the views of the funding agency. Any mention of a specific company, product, or service does not constitute or imply an endorsement.



Section 1
Introduction
and
How to Use This Handbook

Bad River Transit Repair Shop (photo credit: Robert Blanchard)

Introduction and How to Use This Handbook

The National Association of Development Organizations Research Foundation (NADO) developed this Capital Projects Funding Handbook ("Handbook") to achieve three goals:

1. to inform readers of existing federal funding programs for capital transit projects (specifically Tribal Transit capital projects) along with new and existing Infrastructure Investment and Jobs Act (IIJA) transit and infrastructure funding;
2. to offer some insight into special criteria, cautions, general information, match requirements, and anticipated deadlines for those programs; and
3. to provide a supplemental document with ongoing utility for participants of NADO tribal and rural transportation technical assistance and National Rural Transportation Assistance Program (NRTAP) workshop attendees. Although numerous federal funding programs are detailed within this Handbook, it is not comprehensive, and readers will want to research potential state, corporate, and foundation capital project funding sources as well as other nontraditional funding opportunities (e.g., aging services, environmental, and sustainability grants), which might be accessed by partnering with local governments, councils of government, or metropolitan planning organizations. In addition to the specific funding information within these pages, the Handbook seeks to stress that the pursuit of capital project grant funding should not focus on the receipt of federal funds, but rather, on the project goal of constructing durable transit infrastructure that is designed to serve transit riders, tribal transit agency staff, and tribal communities well into the future.

While this Handbook seeks both to help readers match their organizations' needs to grant funding opportunities and to reduce their grant research time, the Handbook is not intended as a substitute for completing such research. Because federal funding programs may undergo annual change and refinement to grant submission deadlines, areas of funding focus, eligible activities, scoring criteria, project terms, legislative guidance, and the minimum and maximum grant funding available, it is incumbent upon readers to research the most current information about each program they can find, and use this Handbook as a starting point for where to look.

Knowing that the time of federal program coordinators and Handbook readers is precious and often beset with numerous demands, readers will wish to be as concise, direct, and as organized as possible when contacting federal program staff. Keeping in mind that effective grant writing and funding pursuits are about project goals, outcomes, and the development of lasting professional relationships with funders, it is wise to be as familiar with the federal program in question as possible before initiating contact. Reading the briefs in this Handbook, then cross-referencing them with the program's website information and currently published or past year's proposal development documents (e.g., Grants.gov or *Federal Register* "Notices of Funding Opportunity," "Program Announcements," "Solicitation for Grant Applications," etc.) will help funding applicants to become acquainted with program guidance specifics and to craft a list of keen questions to ask program staff. Further, it can be particularly useful to draft a project abstract, which briefly details the proposed project, for reference during phone calls and/or emails with federal program coordinators. The above efforts will resonate with federal program staff, improve communication, ensure enhanced understanding of program funding application, administration, and reporting requirements, and make a strong lasting impression that will be remembered by program coordinators when initiating grant review processes of applicants' proposals.

GRANT SUMMARY			
TITLE:		***FUNDING SOURCE/AGENCY:***	
SPECIAL CRITERIA/CAUTIONS:			
PURPOSE:			
***ELIGIBILITY*:**			
MATCH:	***$ RANGE:***	***$ AVERAGE:***	***PROJECT PERIOD:***
ANTICIPATED OR NOFO DATE:	***ANTICIPATED OR SUBMISSION DATE:***		
GENERAL REMARKS:			

How to Use This Handbook

Including this introduction, the Capital Projects Funding Handbook is laid out in five easy to use sections with federal grant program summaries and program descriptions found in the second and third section, and Infrastructure Investment and Jobs Act competitive programs detailed in Section Four. The Appendix includes a quick reference Funding Opportunities Summary Table with program snapshots.

Programs chosen for inclusion within the Handbook offer significant funding for the planning, design, or construction of capital transit or community development projects. More specifically:

Section Two features United States Department of Transportation (USDOT) Federal Transit Administration (FTA) capital project funding sources for which tribes and tribal transit agencies are eligible. Three federal programs along with New Mexico Department of Transportation Section 5311 and Section 5339 FTA pass-through programs are listed.

Section Three highlights United States Department of Agriculture (USDA) and other federal capital project funding sources (e.g., Economic Development Administration [EDA] and the Department of Housing and Urban Development [HUD]) that accept tribal grant proposals). Five programs are listed.

Section Four describes several of the capital project funding programs within the Infrastructure Investment and Jobs Act signed into law as Public Law 117-58 on November 15, 2021. Also known as the Bipartisan Infrastructure Law, the IIJA includes $567.5 billion for new and existing USDOT formula and competitive funding programs. Six programs are listed.

Each funding program brief is preceded by a Grant Summary Table like the sample shown at the top of this page.

Title is the name by which the funding source/agency refers to the grant program being presented.

Funding Source/Agency is the name of the federal grantor offering the grant program funding.

Special Criteria/Cautions are eligibility or qualifying criteria and/or project specific alerts or advisements that are unique to each grant program. These criteria and cautions should be carefully noted by potential applicants.

Purpose is the funding program's overall intent or goal(s) as described by the funding source/agency.

Eligibility details whether federally-recognized American Indian, Alaska Native, and/or Pacific Island tribes, a consortium of such tribes, tribal agencies, public or private tribal non-profit organizations, and/or associations are qualified to submit grant applications to the funding source under the funding program in question.

Match offers information as to the portion of the project's total cost that cannot be paid with federal funds. Commonly known as cost-sharing, matching funds typically are described as a percentage of the total project cost; e.g., if the grantor/grantee match ratio is 50:50, the grantor provides 50% and the grantee matches the other 50% with cash or in-kind donations of time, services, goods, or the value of the office space or facility where the bulk of the grant activities will take place. While match requirements vary by grantor and program, federal guidance relevant to cost sharing or match can be found at 2 CFR 200.306.

$ Range indicates the minimum and maximum grant awards distributed by the funding source/agency under the funding program being referenced.

$ Average indicates the average grant award made by the funding source/agency under the funding program being referenced.

Project Period is the term designated by the funding source/agency for completion of all the grant activities proposed by the grantee and/or required by the grantor before the grant formally can be closed out.

Anticipated or NOFO Date denotes the anticipated or actual publication date of the "Notice of Funding Opportunity (NOFO)," "Notice of Funding Availability (NOFA)," "Request for Proposal (RFP)," "Program Announcement," "Solicitation for Grant Applications," etc. within the *Federal Register* and/or on Grants.gov or the funding source/agency's website. Readers should note that federal agencies may utilize any or all these names and acronyms for their grant funding announcements.

Anticipated or Submission Date specifies the anticipated or actual date and time (and frequently the time zone and required submission methodology) by which the grant application is due to the funding source/agency, to Grants.gov, or to the grantor's web portal. Grant applicants may wish to inquire with program staff as to the time zone or specific submission requirements if that information is not provided in the funding solicitation.

General Remarks are observations made during research of the funding program; including, but not limited to, approaches grant applicants might utilize to improve their competitiveness for the funds or alternatives to cash matches that the funding source/agency may accept.

Tips for Successful Grant Pursuits

Successful capital transit project funding pursuits require the use of a funding strategy, i.e., a plan of action designed to identify the amount of funding needed, to research funding sources that align with the project goals, and to draft a convincing and competitive grant proposal. Ideally, tribal transit and transportation program managers already will have a financial profile in place for each project listed in their tribe's Transportation Improvement Program (TIP). Said profile will give a project rationale, estimate costs for each phase and activity, suggest a project implementation schedule and some potential funding sources, all of which are critical details to incorporate into a project abstract that may be shared with funding program staff and/or potential partners to whom a tribe may wish to "shop" their grant project ideology. Advance preparation of a financial profile and project abstract will ensure the TIP can be implemented within projected budget constraints over a three-to-six-year timeframe. With the above elements in hand, tribal transit/transportation program managers can make the best use of this Capital Project Funding Handbook and other funding resources to identify grant programs that are suitable for meeting their program goals. Thus, no time is wasted pursuing funding programs with incompatible goals (FHWA Office of Planning, 2013).

Many other private and public funding resources exist at the state and local levels, but are not covered within this Handbook. Depending on the home state in question, please reference this list of state Department of Transportation (DOT) websites; and/or this list of state Rural Transit Assistance Program (RTAP)/Formula Grants for Rural Areas (Section 5311) Program websites. Additionally, one typically finds that state DOT transit program contact personnel are employed within a state DOT's transit, rail and transit, or intermodal offices/programs.

State funding offered as federal pass-through transportation aid is most appropriate for tribal capital transit projects that are aligned in some way with the larger local, regional, or state network. Thus, tribal proposals for state funding must describe how their project will benefit and enhance state transportation efforts. Said justification should be developed early in the project planning process, then added to the tribe's annually updated TIP. Upon federal approval, the tribal TIP should then be incorporated into the state and metropolitan planning organization (MPO) transportation improvement programs (FHWA Office of Planning, 2013).

When evaluating whether to pursue various funding programs, the following questions need to be answered: 1) What kinds of capital projects - if funded - match the goals that have been outlined? 2) Which funders want projects like that? 3) Can a proposal submission to the funder demonstrate an alignment between the funder's goals and that of the proposed capital project? 4) Is this opportunity to apply worth the team's effort, creativity, and time? 5) Are the necessary resources available to implement the project (including any required cash or in-kind match)? 6) If funded, is this new source of funding worth managing and reporting (Echo-Hawk, 2017)?

Because local grant funding match requirements may be 50% (or higher depending on the respective state funding agency), it is essential that tribal transit agencies consider alternative/innovative funding and/or a diversification of funding sources to address multiple capital project needs and counterbalance the uncertainty of funding government grants. Finding unique ways to obtain matching funds is vital, so that tribal transit systems can avoid having to "save" those funds or pull them from other tribal programs and efforts. Answering the question as to who has a stake in local transit outcomes may suggest additional potential funding sources and partners. For example, grant applicants may want to consider:

- Internal funding sources; i.e., General Fund or business enterprise allocations by the tribe, since internal funding may serve as local grant match or may attract funds from other sources.
- Partnership funding sources; e.g., monies contributed by local, regional, county, or state stakeholders interested in tribal transit operation success.
- Grant matching sources; e.g., funds drawn - where permissible - from one grant source to match or supplement funds from another grant source. More guidance on the "braiding" of federal grant funds can be found within the ***Coordinating Council on Access and Mobility (CCAM) Federal Fund Braiding Guide*** published in May 2025. Additionally, some of the IIJA grant programs offer fact sheets specifically detailing how applicants can meet that program's match requirements, along with information as to whether applicants may be eligible to request match waivers.

Competitive capital transit project proposals demonstrate the need for funding via the inclusion of powerful tribal and tribal transit demographics that paint a clear picture of daily transit concerns and challenges for grant reviewers to consider. Often these demographics include feedback given by local citizens during capital transit project public meetings (which frequently must be documented as part of the funding application process). Strong proposals also include concise goal statements that focus on what the grant will achieve and how those benefits will accrue to target recipients. SMART objectives detail the ***s***pecific, ***m***easurable, ***a***chievable, ***r***elevant, and ***t***ime-phased grant activities that will result in accomplishment of the stated goal.

Proposal budgets only should include allowable costs and eligible activities based directly on the NOFO/RFP, as these line items can vary widely by program and agency. Never include anything in a budget without an explanation for its inclusion somewhere in the proposal. For example, a budget justification will detail why the proposed project needs a particular line item or activity and will show the breakdown (i.e., the math) behind the figures.

Be sure to reference Federal Transit Administration and/or other agency circulars for the legal guidance required to effectively administer grant funds when writing your proposal. Thus, your application will demonstrate your understanding of grantee requirements upon funding award.

Consult "Chapter 8, "Funding Tribal Transit Programs," within *TCRP Report 154: Developing, Enhancing, and Sustaining Tribal Transit Services: A Guidebook* to see information about a variety of federal and state transit grant programs along with an introduction to innovative local funding approaches and case studies of innovative funding solutions implemented by tribal governments. In addition to the information found in Chapter 8 about FTA and state grant program compliance and reporting requirements, pages 54 - 57 of Chapter 6, "Environmental Issues," provide valuable guidance on environmental mitigation for capital projects. More specifically, these pages concisely discuss the topics of: "Impacts of Highway Projects and Development," "NEPA Requirements," and categorical exclusions, environmental assessments, and environmental impact statements under the "Facilities" topic.

Please note, that on December 6, 2023, the Bureau of Indian Affairs launched the Tribal Access to Capital Clearinghouse as an additional resource that tribal nations and tribal businesses can consult for federal funding information. Less than a year later, the Federal Highway Administration published an updated edition of its ***Transportation Funding Opportunities for Tribal Nations*** guidebook. In February 2026, the Administration for Community Living and FTA collaborated in publishing the ***Navigating Tribal Transportation Funding Fact Sheet*** to provide helpful information to tribal communities seeking to improve transportation access and effectiveness. The fact sheet offers federal fund braiding guidance, strategies for coordination of transportation between partners, and briefs about various federal funding opportunities.

Following are suggested Do's and Don'ts for grant applicants pursuing grants to complete capital transit projects:

Do:

- paginate all proposal submissions, and include a Table of Contents for the proposal document, as well as a second Table of Contents (if a detailed or lengthy Appendix is part of the proposal).
- use the font size and typeface that the solicitation indicates.
- clearly define how the proposed project will address the funder's goals.
- summarize the relevant points from proposal attachments and provide the page numbers for said attachments, so that the review panel does not have to hunt to find the important details.
- consider provision of cash or in-kind matching funds when not required, because leveraged funding proves commitment to project success and increases proposal competitiveness.
- use high-quality photos, tables, maps, newspaper articles, and graphs to make the case (when allowed); and
- contact grant program staff with questions; it is their job to be patient and helpful.

Don't:

- forget to proofread the proposal draft.
- fall into the trap of thinking that only experienced writers develop successful grants or that writing a grant is too hard, because of a lack of experience.
- submit a proposal that can be "circular-filed," because of an omission. *Read and reread the grant requirements*; and
- wait until the last minute to start. Try to start grant proposal development as soon as the NOFO is published. Grant writing is a marathon, not a sprint.

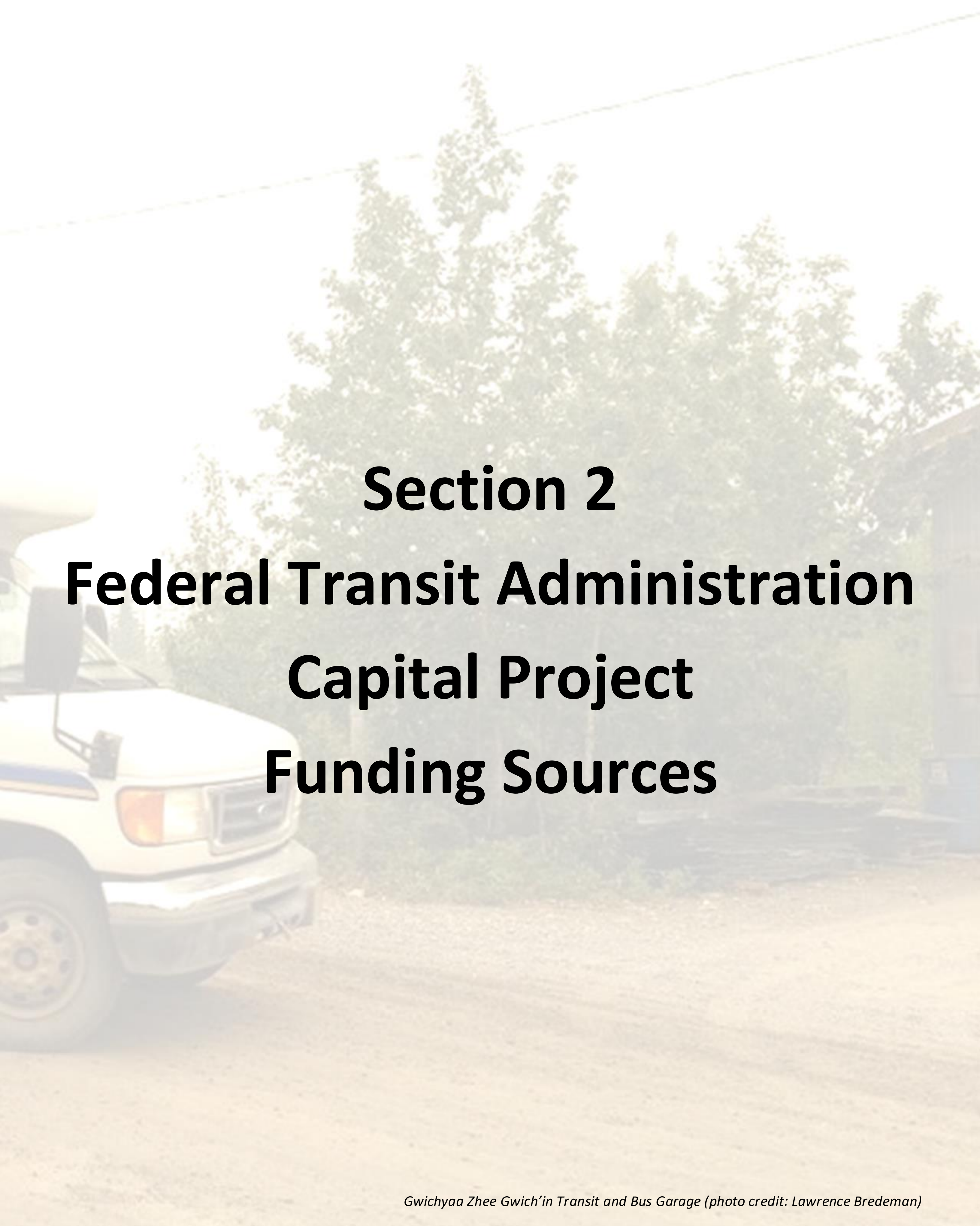
Often overlooked in discussions about funding sources and/or their proper implementation and administration is critical information as to formal procedures for grant closeout. All good things must come to an end, but assuring that your tribe/tribal transit agency remains in good standing with the grantor from which the funding originated positions your tribe/tribal transit agency for successful future grant awards from that funder. While the ***Tribal Toolkit for Navigating Federal Grant Terminations*** was written by the Coalition for Tribal Sovereignty to direct tribes and tribal organizations through a federal grant termination and closeout process in this fraught moment of uncertain federal funding, the document gives succinct and professional guidance in the form of five handouts detailing grant management, termination, appeal, and closeout processes.

There's no such thing as failure! If the proposal you submitted does not receive a grant award, call or email the funding program staff to inquire as to whether a telephone debrief can be scheduled about the proposal and ask whether it is possible to receive the grant review panel's scoring breakdown on your proposal submission. The debrief and scoring breakdown will provide information as to how future applications can be strengthened. Take the advice given from the debrief; following it can make future proposal submissions competitive in the next funding cycle.

Further Interest in the Handbook

Suggestions of additional funding programs to be included in any later updates or editions that might be published, or comments regarding this Handbook's contents, may be directed to: Carrie Kissel, Associate Director for the National Association of Development Organizations Research Foundation, 122 C Street, NW, Suite 830, Washington, DC 20001 (202) 643-9560, email: ckissel@nado.org.

Section 2
Federal Transit Administration
Capital Project
Funding Sources



Gwichyaa Zhee Gwich'in Transit and Bus Garage (photo credit: Lawrence Bredeman)

Tribal Transit Program Grants - 5311(c)(1)(A)

<table>
<tr><th colspan="4">GRANT SUMMARY</th></tr>
<tr><td colspan="3">TITLE:
Public Transportation on Indian Reservations Program; Tribal Transit Competitive Program</td><td>FUNDING SOURCE/AGENCY:
Federal Transit Administration</td></tr>
<tr><td colspan="4">SPECIAL CRITERIA/CAUTIONS: N/A</td></tr>
<tr><td colspan="4">PURPOSE:
Fund capital, operating, planning, and administrative expenses to support existing public transportation service or establish new public transportation services in Indian Country as well as activities that are eligible under Section 5311.</td></tr>
<tr><td colspan="4">ELIGIBILITY:
Federally recognized American Indian or Alaska Native tribes as identified by the U.S. Department of the Interior (DOI) Bureau of Indian Affairs (BIA). Please see: “Indian Entities Recognized and Eligible to Receive Services from the Bureau of Indian Affairs” (published at 91 FR 4102 or future updates).</td></tr>
<tr><td>MATCH:
None required</td><td>$ AVERAGE YEARLY FUNDING RANGE: $49,696 to $957,052 (FY24)</td><td><b><i>$ AVERAGE FUNDED GRANT AWARD: $370,617 (FY24)</td><td>PROJECT PERIOD: 2 years from the fiscal year awarded</td></tr>
<tr><td colspan="2">ANTICIPATED OR NOFO DATE:
May 27, 2026</td><td colspan="2">ANTICIPATED OR SUBMISSION DATE:
August 25, 2026 by 11:59 p.m. EDT via Grants.gov</td></tr>
<tr><td colspan="4">GENERAL REMARKS: N/A</td></tr>
</table>

Project Examples

- **Village of Iliamna** - Received FY23 funding to construct a new facility to house the village's vehicle fleet to protect transit assets from harsh weather conditions [$445,280].
- **Prairie Island Indian Community** - Received FY23 funding to construct a transportation maintenance facility at Oyate Place to enhance safety, improve winter preparedness, and ensure reliable transportation services by providing a dedicated space to store and maintain public transportation vehicles [$1,117,025].

Information Available

Funds will be awarded competitively for any purpose eligible under FTA’s Formula Grants for Rural Areas Program, including planning, capital, and operating assistance for tribal public transit services that meet the developing needs of rural tribal communities. The program goal is to enable tribes to buy transit vehicles, upgrade bus facilities, and expand or improve transit service. See eligible project activities here.

Application and Financial Information

Based on FTA’s 2023 and 2024 consultations with tribal governments and tribal leaders, the cap on planning grant awards increased to $50,000, and FTA has discretion to cap capital and operating awards. There is no minimum or maximum grant award amount for operating and capital projects. Planning projects do not have a minimum grant award amount but will not receive an award of more than $50,000.

Funds are available for obligation for two fiscal years after the fiscal year when the competitive awards are announced. Funds are available only for projects that have not incurred costs prior to the announcement of project selections. There is no local match requirement for operating, capital, or planning projects under this program. All projects will be awarded at a 100% federal share, unless the applicant chooses to provide a local match at its own discretion.

Eligibility

Federally recognized Indian tribes or Alaska Native villages, groups, or communities identified by the DOI BIA’s annual Federal Register listing of Indian Entities Recognized and Eligible to Receive Services from the United States Bureau of Indian Affairs are eligible direct recipients under the Public Transportation on Indian Reservations Program (Tribal Transit Program) in Section 5311(c)(1). Further, applicants must provide transit service in a rural area with a population of less than 50,000. Federally recognized tribes may also elect to become direct recipients under Section 5311 in lieu of being subrecipients under a state 5311 program.

Uses and Restrictions

Funds must be used only for the eligible purposes established in the NOFO, requested specifically in the application, described in the resulting award, and described in the FTA Circular 9040.1H. Funds cannot be used to reimburse projects for otherwise eligible expenses incurred prior to an FTA award under the program or until FTA has issued pre-award authority for selected projects.

Contact

Janet Hernandez, Office of Program Management
Email: TribalTransit@dot.gov

List of Tribal Transit Liaisons at Regional Offices

Internet

https://www.transit.dot.gov/tribal-transit

Grants for Buses and Bus Facilities Program - 5339(b)

GRANT SUMMARY			
TITLE: **Grants for Buses and Bus Facilities Competitive Program**			***FUNDING SOURCE/AGENCY:*** **Federal Transit Administration**
SPECIAL CRITERIA/CAUTIONS: Proposals must be submitted electronically through Grants.gov.			
PURPOSE: The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes competitive grants available to state (including territories and Washington, D.C.), local, and tribal governments that operate fixed-route bus services for capital projects to replace, rehabilitate, purchase, or lease buses and related equipment, or to rehabilitate, purchase, construct, or lease bus-related facilities.			
ELIGIBILITY: Eligible applicants for the Buses and Bus Facilities Program include designated states (including territories and Washington, D.C.), local government entities, and federally recognized Indian tribes. Except for Indian tribes, eligible recipients must allocate funds to or operate fixed-route bus service. Eligible subrecipients include all otherwise eligible applicants and private nonprofit organizations engaged in public transportation. Eligible subrecipients are not required to allocate funds to or operate fixed route bus service.			
MATCH: Maximum federal share is 80% (see details below)	***$ AVERAGE YEARLY FUNDING RANGE:*** $210 - $551 M (FY16 - FY25)	***$ AVERAGE FUNDED GRANT AWARD:*** $5.9 M (FY16 - FY25)	***PROJECT PERIOD:*** Proposals will score higher if funds can be obligated within 12 months of project award.
ANTICIPATED OR NOFO DATE: July 27, 2026		***ANTICIPATED OR SUBMISSION DATE:*** September 21, 2026, by 11:59 p.m. EDT via Grants.gov	
GENERAL REMARKS: Maximum award = 10% of the total available amount (see 49 U.S.C. 5339(b)(8)).			

Project Examples

- **Seneca Nation of Indians** - Received funding to replace an outdated maintenance facility, which will serve as a centralized location of operations for both the Seneca Nation Department of Transportation and the Seneca Transit System and will store, maintain, and wash transit buses safely and effectively [$5,883,200].
- **Gulkana Village Council** (on behalf of Soaring Eagle Transit) - Received funding to build a multi-purpose operations and maintenance facility. The facility, which will be Gulkana Village Council '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 [$4,207,093].

Application and Financial Information

FTA will rate projects higher if the grant can be obligated within 12 months of the project selection announcement. In general, the maximum federal share is 80% with two exceptions: 1) the federal share is 85% for transit buses that are compliant with the Clean Air Act or are accessible to people with disabilities; and 2) the federal share is 90% for equipment and components of facilities related to low- or zero-emission buses or are to make the facility accessible to people with disabilities. Applicants must itemize the cost of specific, discrete, equipment or facility components that perform these functions to be eligible for this higher federal share.

Applicants may submit a project to both the Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program programs or to just one.

Eligible Activities

Eligible activities include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Said bus purchasing, leasing, or rehabilitating is eligible regardless of propulsion type or emissions. Zero-emission vehicles applicants must spend 5% of their award on workforce development and training, unless the applicant certifies that less funding is needed to carry out their Zero-Emission Fleet Transition Plan.

Uses and Restrictions

Funds under this NOFO cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to FTA award of a grant agreement.

Allowable direct and indirect expenses must be consistent with the Government-wide Uniform Administrative Requirements and Cost Principles (2 CFR part 200) and the guidance in FTA Circular 5010.1F.

Contact

Kirsten Wiard-Bauer, Office of Program Management
202-366-2053, ftalownobusnofo@dot.gov

Internet

https://www.transit.dot.gov/bus-program

Low or No Emission Grant Program - 5339 (c)

<table>
<tr><th colspan="4">GRANT SUMMARY</th></tr>
<tr><td colspan="3">TITLE:
Low or No Emission Grant Program</td><td>FUNDING SOURCE/AGENCY:
Federal Transit Administration</td></tr>
<tr><td colspan="4">SPECIAL CRITERIA/CAUTIONS: Proposals must be submitted electronically through the Grants.gov Low-No page.</td></tr>
<tr><td colspan="4">PURPOSE:
The Low-No Program Competitive Program (49 U.S.C. 5339(c)) authorizes FTA to competitively award Low-No Program grants to state (including territories and Washington, D.C.), local, and tribal governments for capital projects to purchase or lease zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities.</td></tr>
<tr><td colspan="4">ELIGIBILITY:
Eligible recipients and subrecipients are designated recipients, states (including territories and Washington, D.C.), local government entities, and federally recognized Indian tribes.</td></tr>
<tr><td>MATCH:
Maximum federal share is 80% (see details below)</td><td>$ AVERAGE YEARLY FUNDING RANGE: $210 - $551 M (FY16 - FY25)</td><td><b><i>$ AVERAGE FUNDED GRANT AWARD: $7.1 M (FY16 - FY25)</td><td>PROJECT PERIOD:
Proposals will score higher if funds can be obligated within 12 months of project award.</td></tr>
<tr><td>ANTICIPATED OR NOFO DATE:
July 27, 2026</td><td colspan="3">ANTICIPATED OR SUBMISSION DATE:
September 21, 2026, by 11:59 p.m. EDT via Grants.gov.</td></tr>
<tr><td colspan="4">GENERAL REMARKS: FY25 NOFO included streamlined requirements for tribal applicants requesting less than $1 million. FTA added $518 million in FY26 funding through the Low or No Emission Program to make additional selections.</td></tr>
</table>

Project Examples

- **Cherokee Nation** - Received funding to purchase electric buses and chargers [$1,318,600].
- **Seminole Nation of Oklahoma** - Funded to build a bus maintenance facility, purchase propane-powered transit vehicles, and a propane refueling station to transition to a more energy independent fuel, better serve transit services' current/future growth, and promote the Nation's economic self-determination, sovereignty, and sustainability [$6,407,460].

Application and Financial Information

A minimum of 25% of awarded funds will go to low-emission projects that are not zero emission (see 49 U.S.C. 5339(c)(5)).

FTA will rate projects higher if the grant can be obligated within 12 months of the project selection announcement. In general, the maximum federal share is 80% with two exceptions: 1) the federal share is 85% for transit buses that are compliant with the Clean Air Act or are accessible to people with disabilities; and 2) the federal share is 90% for equipment and components of facilities related to low- or zero-emission buses or are to make the facility accessible to people with disabilities. Applicants must itemize the cost of specific, discrete, equipment or facility components that perform these functions to be eligible for this higher federal share.

More information about eligible sources of local match can be found in FTA Circular 9040.1H (rural applicants).

Applicants may submit a project to both the Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program programs or to just one.

Eligible Activities

Eligible activities include capital projects to purchase or lease low-emission buses (See 49 U.S.C. 5339(c)(1)(E)), which include, but are not limited to: 1) propane, CNG, or hybrid-electric buses; 2) purchasing or leasing zero-emission buses, which include, but are not limited to: hydrogen fuel-cell, battery-electric, or rubber tire trolley buses powered by overhead catenaries; 3) acquiring low- or zero-emission buses with a leased power source; and 4) leasing, constructing, or rehabilitating public transportation facilities and related equipment to accommodate low- or zero-emission buses. For low- and standard-emission projects, 0.5% of the federal request may optionally be used for workforce development training, and an additional 0.5% may optionally be used for training at the National Transit Institute. Zero-emission vehicles applicants must spend 5% of their award on workforce development and training, unless the applicant certifies that less funding is needed to carry out their Zero-Emission Fleet Transition Plan.

Uses and Restrictions

Funds under this NOFO cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to FTA award of a grant agreement.

Contact

Kirsten Wiard-Bauer, Office of Program Management
202-366-2053, ftalownobusnofo@dot.gov

Internet

https://www.transit.dot.gov/lowno

5311 Formula Grants for Rural Areas Program and 5339 Grants for Bus and Bus Facilities

GRANT SUMMARY			
TITLE: **5311 Formula Grants for Rural Areas Program and 5339 Grants for Bus and Bus Facilities**			***FUNDING SOURCE/AGENCY:*** **Federal Transit Administration**
SPECIAL CRITERIA/CAUTIONS: Outside New Mexico, check your state Department of Transportation's grant submission criteria and systems as it varies between states. NMDOT proposals must be submitted through the BlackCat Grants Management System.			
PURPOSE: NMDOT's FTA Section 5311 (rural/non-urbanized public transportation) program provides federal pass-through capital, planning, and operating assistance for public transportation projects in rural areas having populations of less than 50,000 with the goals of improving access to essential services (e.g., health care services, shopping, education, employment, public services, and recreation), maintaining, and promoting public transit expansion in these regions. NMDOT's Section 5311 program includes Section 5339 Grants for Bus and Bus Facilities, which provide capital grants to support rural public transportation. Said NMDOT funding is provided through formula and competitive grants.			
***ELIGIBILITY*:** Per the 2025 draft NMDOT State Management Plan, "Eligible applicants include local governmental authorities, private nonprofit organizations, and federally recognized Indian tribes. All subrecipients must have adequate legal, financial, and technical capacity to receive funds and operate the program. To remain eligible to participate in the NMDOT program, subrecipients must maintain compliance with their Memorandum of Agreement. States and other eligible applicants also may submit consolidated proposals for projects in urbanized areas."			
MATCH: Maximum federal share is 80% (see details below)	***$ AVERAGE YEARLY FUNDING RANGE:*** 5311 -$16,515,662 M; 5339 - $5,690,481 (FY24)	***$ AVERAGE FUNDED GRANT AWARD:*** 5311 - $3 M (FY12 - FY26); 5339 - $3 M (FY21 - FY26)	***PROJECT PERIOD:*** Funds must be obligated within four fiscal years
ANTICIPATED OR NOFO DATE: The Request for Letters of Intent to Apply for federal 5310, 5311, and 5339 FY27 funding was published July 16, 2026.		***ANTICIPATED OR SUBMISSION DATE:*** Signed Letters of Intent due by August 8, 2025.	
GENERAL REMARKS: NMDOT's Section 5311 and 5339 grant application procedure, projects development program, and approval process is detailed in its annual application guide. NMDOT's annual grant cycle commences with submission of a Letter of Intent.			

Project Examples

- **Ohkay Owingeh** - Received FY13 funding for a vehicle maintenance building, shop supplies, and mobile radios [$64,000.00].
- **Zia Pueblo** - Received FY13 funding for a fabricated steel building, computer and software, furniture, low-floor bus/ramp and equipment, and mobile radio. [$213,500.00].

Application and Financial Information

These FTA Section 5311 and 5339 pass-through funds are available through state Departments of Transportation across the U.S. The 5311 program requires a local match of 20% for capital and administrative expenditures, and 50% for operating costs; while the 5339 program requires a local match of 20% for capital. See Regional Prioritization Evaluation Measures/Criteria for Section 5311 grants.

Eligible Activities

Eligible 5311 activities include planning, capital costs, operating costs of equipment and facilities, job access and reverse commute projects, non-emergency medical transportation, mobility management programs, and the acquisition of public transportation services. Eligible 5339 projects include: purchase, construction, and rehabilitation of real property and bus related facilities; purchase of vehicle and facility related equipment, technology (including soft- and hardware), and expansion, replacement or rehabilitation of rolling stock. See FTA Advisory Circular FTA C 9040.1H for more eligibility criteria and program administration guidance.

Uses and Restrictions

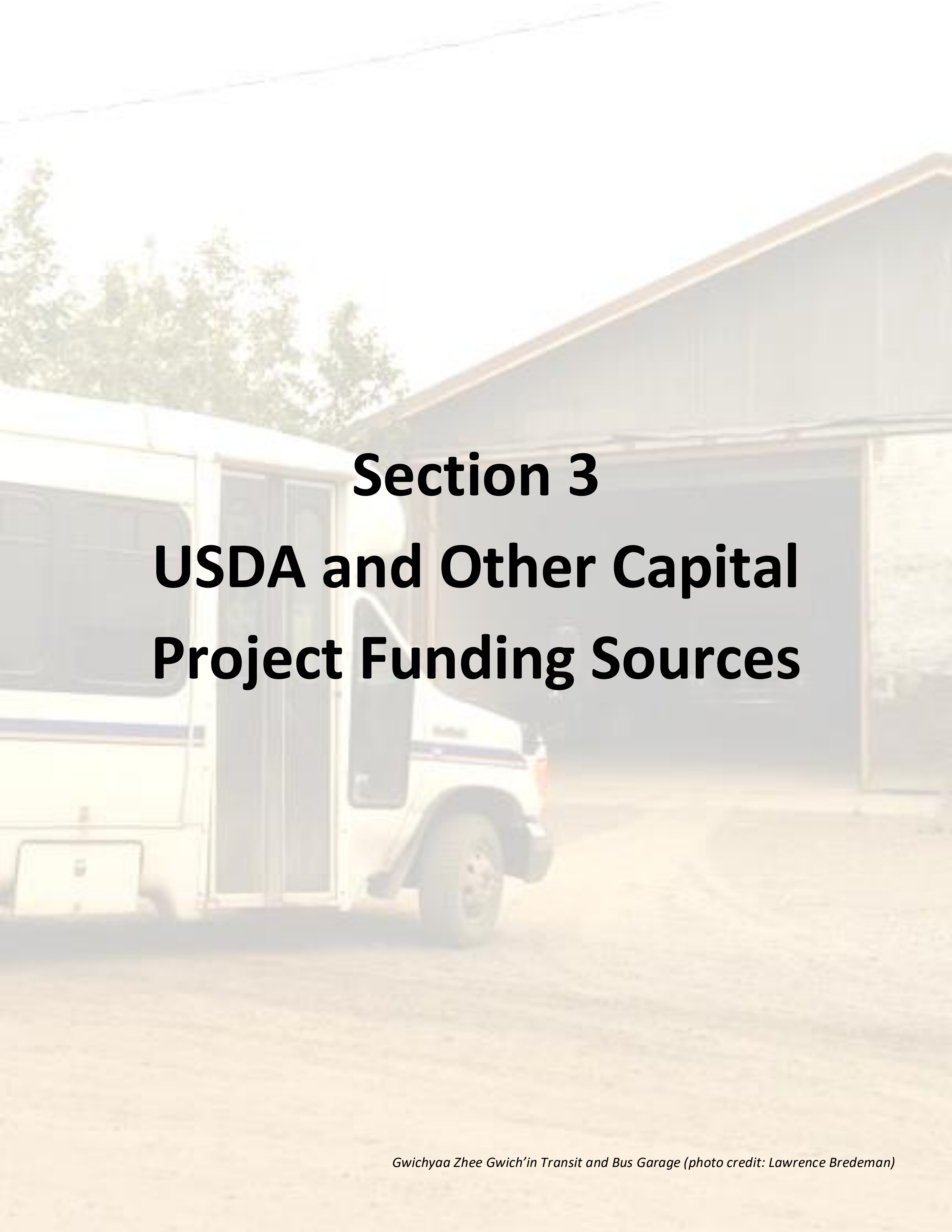
NMDOT 5311/5339 funds cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to award of a grant agreement.

Contact

Vijay Ummadi, Rural Transit Program Manager, NMDOT Transit and Rail Division, 505-913 9738, VijayK.Ummadi@dot.nm.gov

Internet

https://www.dot.nm.gov/planning-research-multimodal-and-safety/modal/transit-rail/transit-bureau/



Section 3
USDA and Other Capital Project Funding Sources

Gwichyaa Zhee Gwich'in Transit and Bus Garage (photo credit: Lawrence Bredeman)

Rural Business Development Grants

<table>
<tr><th colspan="3">GRANT SUMMARY</th></tr>
<tr><td colspan="2">TITLE:
Rural Business Development Grant Program (RBDG)</td><td>FUNDING SOURCE/AGENCY:
United States Department of Agriculture
Rural Business-Cooperative Service</td></tr>
<tr><td colspan="3">SPECIAL CRITERIA/CAUTIONS:
Rural Business Development Grant (RBDG) funding must be used for projects that benefit rural areas or towns outside the urbanized periphery of any city with a population of 50,000 or more. Use the USDA Income and Property Eligibility site to determine your area's eligibility. The preparation process can take anywhere from a few weeks to several months, depending on application complexity and the completeness of the materials provided.</td></tr>
<tr><td colspan="3">PURPOSE:
The program purpose is to promote economic development and job creation projects through the awarding of grant funds to eligible entities. Applications will compete in two separate categories, business opportunity grants and business enterprise grants, for use in funding various business and community projects that serve rural areas.</td></tr>
<tr><td colspan="3">ELIGIBILITY:
Grants may be made to rural cooperatives, state government agencies, towns, and communities, Nonprofit corporations, and institutions of higher learning, and federally recognized Native American tribes (FRNAT) serving rural areas.</td></tr>
<tr><td>$ RANGE:
$500,000 maximum for rural transportation (RT) systems; and $250,000 for FRNAT RT projects</td><td><b><i>$ AVERAGE:
There is no maximum grant amount; but smaller requests are prioritized.</td><td>PROJECT PERIOD:
October 1, 2025, through September 30, 2026 (FY25)</td></tr>
<tr><td>ANTICIPATED OR NOFO DATE:
The FY25 NOFO was published on 1/6/25 in the Federal Register.</td><td colspan="2">ANTICIPATED OR SUBMISSION DATE:
No later than 4:30 p.m. (local time) in your RD State Office on April 7, 2025 for the FY25 grant round.</td></tr>
<tr><td colspan="3">GENERAL REMARKS: This grant is state specific. Applicants must research their USDA state program official for this program, and speak to a Business Programs Specialist before attempting to fill out any forms or applications.</td></tr>
</table>

Project Examples

- Confederated Tribes of the Umatilla Indian Reservation [$81,060.00]
- Bad River Band of Lake Superior Tribe of Chippewa Indians [$99,443.00]
- Penobscot Indian Nation [$95,000.00]

Information Available

RBDG funds provide targeted technical assistance, training, and other activities that promote the development and expansion of small and emerging private businesses in rural areas. Eligible businesses must have fewer than 50 employees and less than $1 million in gross annual revenues. RBDG funding is available for opportunity grants and enterprise grants. Opportunity type grants are limited to no more than 10% of the total available RBDG funds, and support: business support centers, technology-based economic development, leadership and entrepreneur training, feasibility studies, business plans, and long-term strategic planning, and other eligible activities. Enterprise type grants must be used on projects that benefit small and emerging businesses in rural areas; e.g., training and technical assistance, including project planning, business counseling, market research, feasibility studies, and product or service improvements; buying or developing land, easements, or rights of way, including access streets and parking areas; constructing or renovating buildings, and buying machinery and equipment; capitalizing revolving loan funds; supporting rural business incubators and community economic development.

Application and Financial Information

There are no cost sharing or matching requirements associated with this grant; however, additional priority points may be awarded for leveraging funds.

Eligibility

Grants may be made to rural cooperatives, state government agencies, towns, and communities, nonprofits, institutions of higher learning, and federally recognized tribes serving rural areas. Please note: neither individuals nor for-profit organizations or businesses may be eligible RBDG grantees.

Uses and Restrictions

Rural Business Development Grant money must be used for projects that benefit rural areas or towns outside the urbanized periphery of any city with a population of 50,000 or more.

Contact

For general questions about this funding opportunity, contact your USDA Rural Development State Office.

Internet

https://www.rd.usda.gov/programs-services/business-programs/rural-business-development-grants

Community Facilities Direct Loan and Grant Program

<table>
<tr><th colspan="3">GRANT SUMMARY</th></tr>
<tr><td>TITLE:
Community Facilities Direct Loan & Grant</td><td colspan="2">FUNDING SOURCE/AGENCY:
United States Department of Agriculture Rural Development</td></tr>
<tr><td colspan="3">SPECIAL CRITERIA/CAUTIONS:
The Community Facilities Direct Loan and Grant Program offers low interest direct loans, but for the purpose of this publication, only grant funding options will be listed herein. For loan information, visit the USDA Community Facilities Direct Loan & Grant Program website. Use the USDA Income and Property Eligibility site to determine your area’s eligibility.</td></tr>
<tr><td colspan="3">PURPOSE:
This program provides affordable funding to develop essential community facilities in rural areas. An essential community facility is defined as a facility that provides an essential service to the local community for the orderly development of the community in a primarily rural area, and does not include private, commercial, or business undertakings.</td></tr>
<tr><td colspan="3">ELIGIBILITY:
Grants may be made to local and tribal governments and their affiliated organizations, community-based non-profit corporations, and federally recognized tribes with under 20,000 residents are eligible to apply.</td></tr>
<tr><td>$ RANGE: $7,000,000 (FY23)</td><td><b><i>$ AVERAGE: N/A, see “Maximum grant assistance” below</td><td>PROJECT PERIOD: No more than three years</td></tr>
<tr><td>ANTICIPATED OR NOFO DATE:
Open year-round</td><td colspan="2">ANTICIPATED OR SUBMISSION DATE:
Open year-round - Applications are accepted for processing on an ongoing basis from October 1 - September 30.</td></tr>
<tr><td colspan="3">GENERAL REMARKS: This grant is state specific. Applicants must research their USDA state program official for this program, and speak to a Business Programs Specialist before attempting to fill out any forms or applications.</td></tr>
</table>

Project Examples

- Shoshone-Bannock Tribes [$7,000,000]
- Ute Mountain Ute Tribe [$2,000,000]

Information Available

Funds can be used to purchase, construct, and/or improve essential community facilities, to buy equipment, and to pay approved project expenses.

Examples of essential community facilities include healthcare facilities, buildings like town halls, public facilities, community support services, public safety services, educational services, and utility services. Additional community facilities examples include infrastructure projects such as roads, bridges, dams, harbors, and levies, along with irrigation improvements.

Application and Financial Information

Funding priorities rely on a priority point system based on population, median household income: small communities with a population of 5,500 or less, and low-income communities having a median household income below 80% of the state nonmetropolitan median household income.

Maximum grant assistance. Grant assistance cannot exceed the lower of: 1) qualifying percentage of eligible project cost determined in accordance with § 3570.63(b); 2) minimum amount sufficient to provide for economic feasibility as determined in accordance with § 3570.61(d); or 3) Either 50% of the annual state allocation or $50,000, whichever is greater, unless an exception is made by the RHS Administrator in accordance with § 3570.90.

Eligibility

Rural areas including cities, villages, townships, and towns including federally recognized tribal lands with no more than 20,000 residents according to the latest U.S. Census Data are eligible for this program.

Uses and Restrictions

Applicants must: have legal authority to borrow money, obtain security, repay loans, construct, operate, and maintain the proposed facilities, and be unable to finance the project from their own resources and/or through commercial credit at reasonable rates and terms. Facilities must serve the rural area where they are/will be located, and projects must demonstrate substantial community support. Environmental review must be completed and acceptable.

USDA Rural Development programs, such as Community Facilities, involve the construction of new buildings or renovation of existing facilities. The development of these facilities involves the need for architectural services for the preparation of plans, specifications, public bidding, contracting, construction, and construction monitoring.

Contact

For general questions about this funding opportunity, contact your USDA Rural Development State Office.

Internet

https://www.rd.usda.gov/programs-services/community-facilities/community-facilities-direct-loan-grant-program

Economic Impact Initiative Grants

GRANT SUMMARY		
TITLE: **Economic Impact Initiative Grants**		***FUNDING SOURCE/AGENCY:*** **United States Department of Agriculture**
SPECIAL CRITERIA/CAUTIONS: N/A		
PURPOSE: This program provides funding to assist in the development of essential community facilities in rural communities with extreme unemployment and severe economic depression, including very small, financially distressed rural communities. An essential community facility is one that provides an essential service to the local community, is needed for the orderly development of the community, serves a primarily rural area, and does not include private, commercial, or business undertakings.		
***ELIGIBILITY*:** Eligible applicants include public bodies, local governments, non-profits, federally recognized tribes and affiliated groups.		
$ AVERAGE YEARLY FUNDING RANGE: $5.5 Million (FY21]	***$ AVERAGE FUNDED GRANT AWARD:*** $40,000	***PROJECT PERIOD:*** Unavailable
ANTICIPATED OR NOFO DATE: Unavailable		***ANTICIPATED OR SUBMISSION DATE:*** Unavailable

Project Examples

- Fond Du Lac Band of Lake Superior Chippewa [$54,600]
- Pyramid Lake Paiute Tribe [$41,250]

Information Available

Funds may be used to construct, enlarge, or improve community facilities for health care, public safety and public service. Grants may be made in combination with other financial assistance such as a Community Facilities direct or guaranteed loan, applicant contribution, or funding from other sources.

Examples of essential community facilities include:

- Health Care: hospitals, medical clinics, dental clinics, nursing homes, assisted-living facilities
- Public Facilities: tribal/city/town/village halls, courthouses, airport hangers, street improvements
- Community Support Services: childcare centers, community centers, fairgrounds, transitional housing
- Public Safety: fire halls, police stations, prisons, jails, police vehicles, fire trucks, public works vehicles and equipment
- Educational: museums, libraries, private schools
- Utility: telemedicine, distance learning
- Local Food Systems: community gardens, food pantries, community kitchens, food banks, food hubs, greenhouses, kitchen appliances

Application and Financial Information

- Grants up to 75% of eligible project cost, based on need and funding availability.
- Applicants must be eligible for grant assistance, which is determined by the population and median household income of the service area.

Eligibility

- Rural areas including; cities, villages, townships, towns and federally-recognized tribal lands, with no more than 20,000 residents that have an unemployment greater than 19.5%.
- The median household income of a community being served must be below 90% of the state non-metropolitan median household income for grant eligibility.
- Grant assistance is based on a graduated scale determined by population, median household income, total project costs and financial need.

Uses and Restrictions

- Applicants must have legal authority to borrow money, obtain security, repay loans, construct, operate, and maintain the proposed facilities and be unable to finance the project from their own resources and/or through commercial credit at reasonable rates and terms.
- Facilities must serve the rural area where they are/will be located, demonstrate substantial community support, and have a completed and accepted environmental review.
- Priorities are given to projects related to public health and safety, energy efficiency, and education.
- Eligible activities also include planning, construction; equipment and materials; accessibility, and security.

Contact

Rural Business-Cooperative Service: 1-800-670-6553

Internet

https://www.rd.usda.gov/sites/default/files/fact-sheet/508_RD_FS_RHS_EconomicIIGrants.pdf

Public Works and Economic Adjustment Assistance Program

GRANT SUMMARY		
TITLE: **Public Works and Economic Adjustment Assistance Programs**		***FUNDING SOURCE/AGENCY:*** **Department of Commerce Economic Development Administration**
SPECIAL CRITERIA/CAUTIONS: Applications are accepted only through EDGE. EDA intends to review applications expeditiously upon receipt of the complete application.		
PURPOSE: Assist communities and regions in devising and implementing long-term economic development efforts through a variety of non-construction and construction projects.		
***ELIGIBILITY*:** Eligible applicants include (i) District organization of an EDA-designated Economic Development District; (ii) Indian tribe or a consortium of Indian tribes; (iii) State, county, city, or other political subdivision of a State, including a special purpose unit of a state or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; (iv) institution of higher education or a consortium of institutions of higher education; or (v) public or private non-profit organization or association acting in cooperation with officials of a political subdivision of a state; (vi) economic development organization; or (vii) public-private partnership for public infrastructure.		
$ AVERAGE YEARLY FUNDING RANGE: Average of $543 million distributed through 785 grants each year	***$ AVERAGE FUNDED GRANT AWARD:*** Average 2010-2021 Public Works project was $3.5 million (EDA 45%; 55% match). Average Economic Adjustment Assistance project was $2.3 million (EDA 67%; 33% match).	***PROJECT PERIOD:*** Construction projects are expected to range from 12 to 48 months, and are expected to be completed within 5 years from award date.
AWARD CEILING: $30,000,000		***AWARD FLOOR:*** $100,000
ANTICIPATED OR NOFO DATE: The revised FY25 PWEAA NOFO was updated on 5/11/26 in Grants.gov.		***ANTICIPATED OR SUBMISSION DATE:*** Applications will be accepted on an ongoing basis until the publication of a new PWEAA Notice of Funding Opportunity (NOFO), cancellation of this PWEAA NOFO, or all available funds have been expended.

Project Examples

- Bay Mills Indian Community [$2,500,000]
- White Mountain Apache Tribe [$300,000]

Information Available

Public Works, Economic Adjustment Assistance, and Workforce Projects are separate program funds:

PUBLIC WORKS - These projects are catalytic investments to help distressed communities build, design, or engineer critical infrastructure and facilities that will help implement regional development strategies and advance bottom-up economic development goals to promote regional prosperity. The Public Works program provides resources to meet the construction and/or infrastructure design needs of communities to enable them to become more economically competitive. Project examples include: 1) acquisition and development of land and improvements for use in public works or other types of development facilities; and 2) design and engineering, construction, rehabilitation, alteration, expansion or improvement of public works, public service, or related development facilities, including related machinery and equipment.

ECONOMIC ADJUSTMENT ASSISTANCE: Through the EAA program, EDA provides investments that support a wide range of construction and non-construction activities in regions experiencing adverse economic changes that may occur suddenly or over time. Projects include construction, design and engineering or upgrading of public infrastructure.

Application and Financial Information

Cost share is required for projects funded under this NOFO. Generally, the EDA investment rate (percentage of the total project costs) will be 50%, but EDA may fund up to 80% of total project costs based on the relative needs of the region.

Uses and Restrictions

Each project funded under this NOFO must be consistent with at least one of EDA's Investment Priorities: 1) critical infrastructure; 2) workforce; 3) manufacturing; 4) economic recovery resilience; and 5) innovation and entrepreneurship.

Contact

U.S. EDA Local Office

Internet

https://www.eda.gov/funding/funding-opportunities/fiscal-year-2025-public-works-and-economic-adjustment-assistance?q=/funding/funding-opportunities/fiscal-year-2023-public-works-and-economic-adjustment-assistance

Indian Community Development Block Grant Program

GRANT SUMMARY			
TITLE: **Indian Community Development Block Grant Program**		***FUNDING SOURCE/AGENCY:*** **United States Department of Housing and Urban Development**	
PURPOSE: The purpose of the Indian Community Development Block Grant (ICDBG) program is the development of viable Indian and Alaska Native communities, including the creation of decent housing, suitable living environments, and economic opportunities primarily for persons of low and moderate income (24 CFR 1003.208).			
ELIGIBILITY: Eligible applicants for assistance include any Indian tribe, band, group, or nation (including Alaska Indians, Aleut, and Eskimos) or Alaska Native village which has established a relationship to the federal government as defined in the program regulations. In certain instances, tribal organizations may be eligible to apply.			
AVERAGE YEARLY APPROPRIATION: FY19 THROUGH FY25 - $71,000,000	***$ AVERAGE FUNDED GRANT AWARD:*** HUD has population-based ceiling categories for ICDBG awards.		***PROJECT PERIOD:*** 60-month project period and budget period
AWARD CEILING: Population-based up to $2,000,000		***AWARD FLOOR:*** $500,000	
ANTICIPATED OR NOFO DATE: The FY25 ICDBG NOFO was published on 9/9/25 in Grants.gov.		***ANTICIPATED OR SUBMISSION DATE:*** Original deadline was 11:59 p.m. ET on 11/24/25. On 11/14/25, the deadline was extended to 11:59 p.m. ET on 12/10/25.	

Project Examples

- Prairie Band of Potawatomi Nation - Funds awarded to construct a 4,000 square foot addition to the Social Services Building, facilitating services to low-income tribal members [$2,000,000].
- Seminole Nation of Oklahoma Housing - Funds awarded to rehabilitate a 5,919 square foot building in Wewoka, Oklahoma to provide youth and community services to low- and-moderate income tribal members [$678.064].

Information Available

The ICDBG Program provides eligible grantees with direct grants for use in developing viable Indian and Alaska Native villages as aforementioned. The program regulations provide for two categories of grants, Single Purpose and Imminent Threat.

Single-Purpose Grants are awarded on a competitive basis pursuant to the terms published in an annual NOFO. The ICDBG program can provide funding for recipients in the following categories:

Housing - Housing rehabilitation, land acquisition to support new housing construction, and under limited circumstances, new housing construction.

Community Facilities - Infrastructure construction, e.g., roads, water and sewer facilities; and single or multipurpose community buildings.

Economic Development - Wide variety of commercial, industrial, agricultural projects which may be recipient owned and operated, or which may be owned and/or operated by a third party.

Program Administration

Six area Offices of Native American Programs (ONAPs) administer the ICDBG Program.

Imminent Threat Grants

The Secretary of HUD may set aside up to $5 million of each year's allocation for the noncompetitive, first come-first served, funding of grants to eliminate or lessen problems which pose an imminent threat to public health or safety of tribal residents. Requests must be submitted to the Area ONAP for your region.

Application and Financial Information

This Program does not require cost sharing or matching, but provides points based on leverage, as page 46 of the FY25 NOFO details.

Uses and Restrictions

- Projects funded under this NOFO are limited to eligible activities consistent with 24 CFR part 1003 subpart C.
- No more than 20% of the sum of any grant plus program income received shall be expended for activities described in 24 CFR 1003.206 and in 24 CFR 1003.205.
- Except certain approved pre-award costs, all costs, must be incurred within the period of performance, including leverage.
- Funds may not be used to pay or reimburse a consultant in an employer-employee type of relationship if more than the daily rate listed in Level IV of the Executive Schedule.

Contact

ONAP-ICDBG@hud.gov

Internet

https://www.hud.gov/program_offices/public_indian_housing/ih/grants/icdbg

Section 4
Infrastructure Investment and Jobs Act Capital Project Funding

Bad River Transit Cold Storage Facility (photo credit: Robert Blanchard

Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program

<table>
<tr><th colspan="5">GRANT SUMMARY</th></tr>
<tr><td colspan="3">TITLE:
Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program</td><td colspan="2">FUNDING SOURCE/AGENCY:
United States Department of Transportation</td></tr>
<tr><td colspan="5">SPECIAL CRITERIA/CAUTIONS:
BUILD grants will be awarded on a competitive basis, per statute, for planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.</td></tr>
<tr><td colspan="5">PURPOSE:
The goal of the BUILD program is to fund eligible surface transportation projects that will have a significant local or regional impact and improve transportation infrastructure.</td></tr>
<tr><td colspan="5">ELIGIBILITY:
States, District of Columbia, any territory or possession of the United States, a unit of local government, a public agency or publicly chartered authority established by one or more states, a special purpose district or public authority with a transportation function, including a port authority, a federally recognized Indian tribe or a consortium of such Indian tribes, a transit agency, a multi-state, or multijurisdictional group of entities that are separately eligible.</td></tr>
<tr><td>MATCH:
The federal share shall not exceed 80% unless the project receives one of the following location designations:
• Rural
• Area of Persistent Poverty (APP) / Historically Disadvantaged Community (HDC)</td><td>$ MINIMUM FUNDING REQUEST:
Capital grants: $5,000,000 (urban) and $1,000,000 (rural). Applications failing to request the minimum funding amount were deemed ineligible. Planning projects do not have a minimum award size.</td><td colspan="2"><b><i>$ AVERAGE:
From $239,000 - $25 million (FY25)</td><td>PROJECT PERIOD:
FY26 BUILD grant funds must be obligated by September 30, 2030.</td></tr>
<tr><td colspan="2">ANTICIPATED OR NOFO DATE:
December 15, 2025</td><td colspan="3">ANTICIPATED OR SUBMISSION DATE:
February 24, 2026 by 5:00 p.m EST via Valid Eval (please see below):
• Submit Capital Grants at: https://usg.valideval.com/teams/usdot_build_2026_capital/signup
• Submit Planning Grants at: https://usg.valideval.com/teams/usdot_build_2026_planning/signup</td></tr>
<tr><td colspan="5">GENERAL REMARKS: Optional Letters of Support were accepted through March 13, 2026 on Valid Eval.</td></tr>
</table>

Project Examples

- **Oneida Nation** - *Oneida Transit Bus Garage* - Complete the engineering, design, and construction of the Oneida Transit bus garage [$2,952,050].
- **Seneca Nation of Indians** - *Southern Tier Regional Transit Hub* - Develop and construct the Southern Tier Regional Transit Hub, a transit facility comprised of a combined transit hub and bus storage facility that will be operated by the Seneca Nation Department of Transportation and Seneca Transit System [$7,625,000].
- **Bois Forte Band of Chippewa** - *Big Woods Transit Facility Construction* - Construct a transit facility for the Bois Forte Band of Chippewa using a non-traditional design that uses parallel parking inside to maximize the use of the space and minimizes the use of solar energy produced including a bus wash and a mechanics' work bay with a lift [$9,514,984].

Information Available

Funding Opportunity Number: DTOS59-26-RA-BUILD
Funding Opportunity Title: FY 2026 National Infrastructure Investments
CFDA Number: 20.933 - National Infrastructure Investments.

Application and Financial Information

Complete instructions on how to apply can be found at Grants.gov and the BUILD program website. Click here to email Valid Eval customer support.

Each applicant can submit up to three applications. Unrelated project components should not be combined in one application to meet this limit.

Eligibility

Capital Projects - Surface transportation capital projects that are: 1. highway or bridge projects eligible under title 23 U.S.C.; 2. public transportation projects eligible under chapter 53 of title 49 U.S.C.; 3. passenger and freight rail transportation projects; 4. port infrastructure investments (including inland port infrastructure and land ports of entry); 5. the surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49 U.S.C.; 6. projects investing in surface transportation facilities that are located on tribal land and for which title or maintenance responsibility is vested in the federal government; 7. projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the BUILD program; 8. intermodal projects whose component parts are otherwise an eligible project type; and 9. any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program:

- public road and non-motorized projects that are not otherwise eligible under title 23 U.S.C.;
- surface transportation components of transit-oriented development projects; and
- surface transportation components of mobility on-demand projects that expand access and reduce transportation cost burden.

Research, demonstration, or pilot projects are only eligible if they lead to long-term, permanent surface transportation infrastructure with independent utility as defined in the Project Components section.

Planning Projects - Activities related to planning, preparation, design, or engineering of eligible surface transportation capital projects described in the Capital Projects section that will not result in construction with FY26 BUILD funding; e.g., feasibility studies, benefit-cost analysis, environmental analysis, permitting, and other pre-construction activities. In addition, eligible project activities may include: 1. development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans; 2. planning activities related to the development of a multimodal freight corridor; 3. development of port and regional port planning, including state-wide or multi-port planning within a single jurisdiction or region; 4. risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster.

Uses and Restrictions

Using the discretionary authority provided in statute, the Secretary selects projects from the Highly Rated List for award consistent with the selection criteria and statutory set asides that require:

- 50% of funds be awarded to projects located in rural areas and 50% of funds be awarded to projects located in urban area;
- At least 5% of funds be awarded to planning projects; and
- At least 1% of funds be awarded to projects located in Areas of Persistent Poverty/Historically Disadvantaged Communities.

Statute also requires the Secretary to consider geographic and modal diversity in making selections. The Secretary may, depending on the pool of qualified applications, seek to award at least one project per state or territory. Per statute, "not more than 15 percent of the funds available to carry out the program for a fiscal year may be awarded to eligible projects in a single state during that fiscal year."

USDOT expects the applicant to manage and deliver the project. If the applicant plans to transfer the award to another agency, this should be stated in the application, along with a supporting letter from the designated entity.

Contact

BUILDgrants@dot.gov or call 202-366-0301

Internet

http://www.transportation.gov/BUILDgrants

Nationally Significant Federal Lands and Tribal Projects Program

<table>
<tr><th colspan="4">GRANT SUMMARY</th></tr>
<tr><td colspan="2">TITLE:
Nationally Significant Federal Lands and Tribal Projects Program</td><td colspan="2">FUNDING SOURCE/AGENCY:
United States Department of Transportation
Federal Highway Administration</td></tr>
<tr><td colspan="4">SPECIAL CRITERIA/CAUTIONS:
Federal Land Management Agencies (FLMAs); states, counties, and units of local government may apply for the program, but only if sponsored by an FLMA or tribal government.</td></tr>
<tr><td colspan="4">PURPOSE:
NSFLTP Program funds are awarded to projects of national significance for construction, reconstruction, or rehabilitation of transportation facilities within, adjacent to, or providing access to federal or tribal lands.</td></tr>
<tr><td colspan="4">ELIGIBILITY:
Eligible applicants are: (1) Federal Land Management Agencies (FLMA)S; (2) federally recognized Indian tribes; and (3) states, counties, and units of local government, but only if sponsored by an FLMA or federally recognized Indian tribe.</td></tr>
<tr><td>MATCH: 0% on tribal transportation facility projects; and 10% on non-tribal transportation facility projects</td><td>$ RANGE: There is no minimum or maximum award amount for NSFLTP Program awards, but the total project cost must be at least $12.5 million (FAST Act Section 1123(c)(3), as amended).</td><td><b><i>$ AVERAGE: Typical awards expected up to $30 million</td><td>PROJECT PERIOD: Between 1 and 4 years</td></tr>
<tr><td colspan="2">NOFO DATE:
June 2, 2026</td><td colspan="2">SUBMISSION DATE:
July 16, 2026 via Grants.gov.</td></tr>
<tr><td colspan="4">GENERAL REMARKS: State, county, and local government applicants must include a sponsor’s letter, verifying sponsorship. Said letter shall specify the lead funding recipient and describe applicant and sponsor roles and responsibilities. See list of FLMA Sponsorship Coordinators.</td></tr>
</table>

Project Examples

- The Native Village of Eyak - Development of a highway extension connecting Cordova’s existing road system at Orca Creek and Shepard Point; a deep-draft dock; small boat launch ramp; 3.5-acre pad; and uplands facilities [$45,722,000.00].
- Confederated Salish and Kootenai Tribes - US93 rehabilitation from Dublin Gulch Road to Gunlock Road, including multi-span bridge construction over Ninepipes Reservoir, implementation of traffic safety improvements, development of wildlife collision reduction infrastructure, a shared-use path, and roadway reconstruction [$30,567,037.00].

Information Available [FY24-FY26 Program Updates]

- Reducing minimum project sizes from $25 million to $12.5 million
- 50% of NSFLTP funds per fiscal year must go to projects on tribal transportation facilities.
- Notwithstanding any other provision of law, any federal funds may be used to pay the non-federal share of the cost of an NSFLTP project.
- Requiring the funding of at least one eligible project submitted by the National Park Service for a unit of the National Park System with 3 million annual visitors or more.
- Applicants who applied under the 7/17/24 NOFO must update/resubmit their application by 7/16/26.

Project Eligibility

A project must meet all the following conditions:

- The project is a single continuous project;
- The project is on a federal lands [sic] transportation facility, a federal lands access transportation facility, or a tribal transportation facility, except the facility does not need to be included in an inventory described in 23 U.S.C. § 202 or 23 U.S.C. § 203;
- The project demonstrates completion of all activities required under the National Environmental Policy Act (NEPA);
- Based on preliminary engineering results, estimated project construction costs must be equal to or greater than $12.5 million; and
- The project will use funds only for construction, reconstruction, or rehabilitation of transportation facilities.

Uses and Restrictions

Preliminary engineering costs and project design activities are ineligible for funding or use toward matching requirements.

Contact

NSFLTP-Program@dot.gov

Internet

https://flh.fhwa.dot.gov/programs/nsfltp/

Tribal High Priority Projects (Tribal HPP) Program

<table>
<tr><th colspan="4">GRANT SUMMARY</th></tr>
<tr><td colspan="2">TITLE:
Tribal High Priority Projects (Tribal HPP) Program</td><td colspan="2">FUNDING SOURCE/AGENCY
United States Department of Transportation
Federal Highway Administration</td></tr>
<tr><td colspan="4">SPECIAL CRITERIA/CAUTIONS:
Tribal High Priority Projects Program Questions and Answers</td></tr>
<tr><td colspan="4">PURPOSE:
To provide assistance for emergency relief projects for tribal transportation facilities that, due to a natural disaster or catastrophic failure, are rendered impassable or unusable.</td></tr>
<tr><td colspan="4">ELIGIBILITY:
An Indian tribe or a governmental subdivision of an Indian tribe whose annual Tribal Transportation Program (TTP) funding allocation is insufficient to complete that tribe’s highest priority project; or any tribe that experiences an emergency or disaster relevant to a transportation facility included on the National Tribal Transportation Facility Inventory (NTTFI) under section 202(b)(1) of Title 23, U.S.C.</td></tr>
<tr><td>MATCH: 0% match is required, but projects with a higher percentage of other non-TTP matching funds will receive higher scores.</td><td>PROGRAM FUNDING:
$9,000,000 annual set aside from available TTP funds</td><td><b><i>$ AVERAGE: $524,352 (FY22-FY26); priority projects - $1M maximum per application</td><td>PROJECT PERIOD: Available funding remains available until September 30 of the third fiscal year after the year appropriated.</td></tr>
<tr><td colspan="2">ANTICIPATED OR NOFO DATE:
Open year round</td><td colspan="2">ANTICIPATED OR SUBMISSION DATE: FY Funding Cycle: February 1 - January 31; On January 31, applications received undergo eligibility review, evaluation, and ranking for funding. Applications submitted after January 31 will be collected for the next fiscal year funding cycle.</td></tr>
<tr><td colspan="4">GENERAL REMARKS: Tribal HPP Program Manager, Blane Kunihisa, recommends getting proposed projects on TTIP before July.</td></tr>
</table>

Project Examples

- Newhalen Village - Transportation Equipment Facility [$1,000,000]
- Omaha Tribe - Macy Roundabout [$500,000]
- Robinson Rancheria - Foothill Oaks Drive PS&E [$205,000]

Information Available

Tribal HPP Program applications are strengthened by inclusion of a tribal authorization or tribal resolution, which 1. states the project is the “highest priority” for the tribe’s Transportation Program; 2. provides authority of the Secretary of Interior to place the project on a Transportation Improvement Program if the project is selected and approved; and 3. is signed by an authorized tribal official of the tribe.

Work with your FHWA Tribal Coordinator or BIA Point of Contact to develop the required TTIP amendment, as an approved TTIP with the proposed Tribal HPP Program funded project is required before releasing Tribal HPP Program funds.

Project Eligibility

The term “emergency or disaster” means damage to a tribal transportation facility that: 1. renders the facility impassable or unusable; 2. is caused by either a natural disaster over a widespread area or catastrophic failure from an external cause; and 3. would be eligible to receive Emergency Relief for Federally Owned Roads (ERFO) Program (23 U.S.C. 125(e)) funding, but does not meet the funding threshold of $700,000 per event across all affected public authorities, including Indian tribes, as provided in USDOT’s ERFO Disaster Assistance Manual. Some examples of natural disasters include, but are not limited to, floods, droughts, earthquakes, tornadoes, landslides, avalanches, and severe storms. An example of a catastrophic failure is the collapse of a highway bridge after being struck by a barge, truck, or landslide.

Uses and Restrictions

Tribal HPP Program funds may be used to carry out activities defined by federal law and the TTP regulations as “construction,” including preliminary engineering and construction engineering.

An applicant for funds under the Tribal HPP Program may only have one application for assistance pending at any one time. This includes both categories: priority projects and emergency/disaster applications.

Contact

Tribal HPP Program Manager, Blane Kunihisa, blane.kunihisa@dot.gov or 360-619-7814

Internet

https://highways.dot.gov/federal-lands/programs-tribal/high-priority-projects

Fixed Guideway Capital Investment Grants Program

GRANT SUMMARY			
TITLE: Fixed Guideway Capital Investment Grants Program		***FUNDING SOURCE/AGENCY:*** Federal Transit Administration	
PURPOSE: The Fixed Guideway Capital Investment Grants (CIG) program funds fixed guideway investments including new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. There are three categories of eligible projects under the CIG program: New Starts, Small Starts, and Core Capacity. Statutory References: [49 U.S.C. §5309]; [IIJA §30005]			
ELIGIBILITY**:** State and local government agencies, including transit agencies.			
MATCH: New Starts (60%); Small Starts (80%), and Core Capacity (80%). Total federal funds may not exceed 80%.	***$ RANGE:*** Please see the "Application and Financial Information" section below.	***$ AVERAGE:*** $225K - $454.5M; The average award in FY24 was $121.5M.	***PROJECT PERIOD:*** Project Development phase within 2 years, and engineering progress within 3 years.
ANTICIPATED OR NOFO DATE: Late summer/early fall. See current NOFO and/or transit.dot.gov/CIG.		***ANTICIPATED OR SUBMISSION DATE:*** Grants are typically due by early fall (e.g., the end of August), but grants can be submitted anytime to demonstrate readiness.	

Project Examples

Please see https://www.transit.dot.gov/funding/grant-programs/capital-investments/current-capital-investment-grant-cig-projects and the CIG dashboard.

Information Available

On November 12, 2025, FTA published in the Federal Register its 2025 Policy Guidance (FR 2025-19848) for the Capital Investment Grants program. Please also see Capital Investment Grants Program Regulations and Guidance, and information on how to apply for New Starts, Small Starts, and Core Capacity program grants.

Application and Financial Information

Small Starts are projects with a total estimated project cost of less than $400,000,000, and that are seeking CIG funding of less than $150,000,000. New Starts are projects with a total estimated project cost of $400,000,000 or more or that are seeking CIG funding of $150,000,000 or more.

Project Eligibility

- New Starts and Small Starts: Design and construction of new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system).
- Small Starts: Design and construction of corridor-based bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor and emulate the features of rail.
- Core Capacity: Design and construction of a corridor-based investment in an existing fixed guideway system that improves capacity not less than 10% in a corridor that is at capacity today or will be in 10 years. The project may not include elements designed to maintain a state of good repair.
- Joint intercity rail/public transportation project: Design and construction elements attributable to the public transportation portion of the total project cost based on projected use of the new segment or expanded capacity of the project corridor, not including elements designed to achieve a state of good repair.

Uses and Restrictions

Each CIG project type has unique requirements in the law, although many similarities exist among them. To be eligible to receive a CIG construction grant, all proposed projects must go through a multi-year, multi-step development process outlined in the law:

- For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement: Project Development and Engineering.
- For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement: Project Development.

FTA is required to evaluate and rate CIG projects on statutorily defined project justification and local financial commitment criteria that differ by project type, and a project must receive at least a "Medium" overall rating to advance through the steps in the process and receive a construction grant award.

Contact

FTA-IIJA@dot.gov; 202-366-4033

Internet

https://www.transit.dot.gov/CIG

Enhanced Mobility of Seniors and Individuals with Disabilities Program

<table>
<tr><th colspan="4">GRANT SUMMARY</th></tr>
<tr><td colspan="3">TITLE:
Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310)</td><td>FUNDING SOURCE/AGENCY:
Federal Transit Administration</td></tr>
<tr><td colspan="4">PURPOSE:
The Enhanced Mobility of Seniors and Individuals with Disabilities program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state’s share of the population for these two groups. The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options.</td></tr>
<tr><td colspan="4">ELIGIBILITY:
Formula funds are apportioned to direct recipients: for rural and small urban areas, the state department of transportation serves this role; while in large urban areas, a designated recipient is chosen by the governor. Direct recipients have flexibility in how they select subrecipient projects for funding, but their decision process must be clearly noted in a state/program management plan. The selection process may be formula-based, competitive or discretionary, and subrecipients can include states or local government authorities (including tribal governments), private non-profit organizations, and/or operators of public transportation.</td></tr>
<tr><td>MATCH: Federal share is 80% for capital projects and 50% for operating assistance. 10% can fund program administrative costs; e.g., administration, planning. Technical assistance may at 100% federal share.</td><td>$ RANGE: FTA apportions Section 5310 funds using a statutory formula based on each state’s number of older adults and people with disabilities per the latest U.S. Census data.</td><td>$ AVERAGE APPORTIONEMENT to: Urbanized Areas 200K+ ($1.5M); State Governors for Urbanized Areas 50 to 199,999K ($1.8); and State Governors for Nonurbanized Areas ($1.8M)</td><td>PROJECT PERIOD: Funds are available for obligation for 3 federal fiscal years, the apportionment year plus 2 additional years; e.g., apportioned FY24 funds are available until 9/30/26.</td></tr>
<tr><td colspan="2">ANTICIPATED OR NOFO DATE: Check with the direct recipient in your area for funding; e.g., state DOT for tribes, small and rural applicants.</td><td colspan="2">ANTICIPATED OR SUBMISSION DATE: Check with the direct recipient in your area for funding; e.g., state DOT for tribes, small and rural applicants.</td></tr>
</table>

Project Examples

- Fallon Paiute Shoshone Tribe - ADA-compliant passenger van [$73,600]
- River Cities Public Transit - 3 vehicles [$281,760]

Information Available

This program funds transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas (large and small urbanized, and rural). Eligible projects include both traditional capital and nontraditional projects (capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act [ADA] complementary paratransit services or public transportation alternatives designed to assist older adults and people with disabilities).

See the Section 5310 webpage for examples of traditional Section 5310 projects. Nontraditional Section 5310 project examples include construction of an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; and improvements to signage, or way-finding technology, etc.

Application and Financial Information

Other agencies’ federal funds may be used as Section 5310 Program match. Please see the Section 5310 Circular (9070.1H) and the 2025 CCAM Federal Fund Braiding Guide for more detail.

Project Eligibility

The IIJA continues the broad range of eligible activities, including:

- At least 55% of program funds must be used on capital or traditional projects to meet the special needs of seniors and individuals with disabilities; and
- The remaining 45% is for other nontraditional projects described above or for projects that exceed ADA requirements, improve access to fixed route service and decrease reliance by individuals with disabilities on complementary transit, or alternatives to public transportation to assist seniors and individuals with disabilities

Contact

202-366-2053

Internet

https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310

Expedited Project Delivery Pilot Program

GRANT SUMMARY			
TITLE: Expedited Project Delivery Pilot Program		***FUNDING SOURCE/AGENCY:*** Federal Transit Administration	
PURPOSE: The Expedited Project Delivery (EPD) Pilot program is intended to expedite the delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects that utilize public-private partnerships.			
***ELIGIBILITY*:** State or local government authorities (including transit agencies) who must demonstrate five program-specific qualifications (please see list below under "Eligible Recipients.")			
MATCH: The federal project share of project costs is limited to 25%.	***$ RANGE:*** Small Starts Projects: Federal funding is less than $150,000,000; and the total estimated capital cost is less than $400,000,000.	***$ AVERAGE:*** Not yet applicable	***PROJECT PERIOD:*** To be determined
ANTICIPATED OR NOFO DATE: FTA NOFO published 7/28/20.		***ANTICIPATED OR SUBMISSION DATE:*** Applications will be accepted on a rolling basis until up to eight grants are awarded and subject to funding availability.	

Project Examples

On September 6, 2024, FTA awarded the first Full Funding Grant Agreement under the Expedited Project Delivery Pilot Program. FTA signed an $893.3 million grant agreement with the Los Angeles County Metropolitan Transportation Authority (LA Metro) to support the construction of a light rail line along busy Van Nuys Boulevard in the East San Fernando Valley.

Information Available

These projects must utilize public-private partnerships, be operated and maintained by employees of an existing public transportation provider, and have a federal share not exceeding 25% of the project cost. FTA will notify applicants in writing within 120 days after the receipt of a complete application whether the application has been approved.

Application and Financial Information

The federal share of project costs under this program is limited to 25%.

Project Eligibility

Design and construction of new fixed guideway capital projects, small starts projects, or core capacity improvement projects that are supported through public-private partnerships and operated and maintained by employees of an existing provider of public transportation.

Eligible Recipients

State or local government authorities who must demonstrate:

- Legal, financial, and technical capacities to carry out the eligible project, including the safety and security aspects of the eligible project.
- Satisfactory continuing control over the use of the equipment or facilities.
- The technical and financial capacity to maintain new and existing equipment and facilities.
- That they have qualified advisors providing guidance on the terms and structure of the project who are independent from investors in the project; and
- That the existing public transportation system is in a state of good repair (may be waived by FTA if the project meets the definition of a core capacity improvement project, and FTA determines that the eligible project will allow the applicant to make substantial progress in achieving a state of good repair).

Uses and Restrictions

Funds under this NOFO cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to FTA award of a grant agreement until FTA has issued pre-award authority for selected projects.

Contact

Susan Eddy, FTA Office of Planning and Environment, 202–366–5499, or susan.eddy@dot.gov.

Internet

https://www.transit.dot.gov/funding/grants/grant-programs/expedited-project-delivery-pilot-program-section-3005b

Appendix

Appaloosa Express Transit Wash Bay (photo credit: MaryBeth Frank)

Funding Opportunities Summary Table

Title	Funding Source/Agency	Match	NOFO Publication Date	Anticipated or Submission Date
Public Transportation on Indian Reservations Program; Tribal Transit Competitive Program	Federal Transit Administration	Not required	May 27, 2026	August 25, 2026, by 11:59 p.m. EDT via Grants.gov
Grants for Buses and Bus Facilities Competitive Program and the Low or No Emission Grant Program	Federal Transit Administration	The maximum federal share is 80% with two exceptions.	July 27, 2026	September 21, 2026, by 11:59 p.m. EDT via Grants.gov (Buses) September 21, 2026, by 11:59 p.m. EDT via Grants.gov (Low-No)
Rural Business Development Grant Program (RBDG)	United States Department of Agriculture Rural Business-Cooperative Service	Not required	Rolling	Rolling
Community Facilities Direct Loan and Grant	United States Department of Agriculture Rural Development	25% - 85%, depending on assistance restrictions	Rolling	Rolling
Economic Impact Initiative Grants	United States Department of Agriculture	25% or more, depending on assistance restrictions	Rolling	Rolling
Public Works and Economic Adjustment Assistance Programs	Department of Commerce Economic Development Administration	20% - 50%	Updated May 11, 2026	Rolling
Indian Community Development Block Grant Program	United States Department of Housing and Urban Development	Not required	September 9, 2025	December 10, 2025
Rebuilding American Infrastructure with Sustainability and Equity (BUILD) discretionary grant program	United States Department of Transportation	20%	December 15, 2025	February 24, 2026 by 5:00 p.m EST via Valid Eval
Nationally Significant Federal Lands and Tribal Projects Program	United States Department of Transportation Federal Highway Administration	0% - 10%	June 2, 2026	July 16, 2026 via Grants.gov
Tribal High Priority Projects (Tribal HPP) Program	United States Department of Transportation Federal Highway Administration	Not required	Open year round	By January 31 of each fiscal year.
Fixed Guideway Capital Investment Grants Program	Federal Transit Administration	20% - 40%	See current NOFO	Typically August
Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities	Federal Transit Administration	Check with the direct recipient in your area for match required.	Check state DOT for tribes, small and rural applicants	Check state DOT for tribes, small and rural applicants
Expedited Project Delivery Pilot Program	Federal Transit Administration	75%	July 28, 2020	Rolling

Resources

2026 Federal Register (Volume 91): https://www.govinfo.gov/app/collection/fr/2026

2 CFR 200.306: https://www.ecfr.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-D/section-200.306

Federal Transit Administration's Regional Tribal Liaisons: https://www.transit.dot.gov/funding/grants/federal-transit-administrations-regional-tribal-liaisons

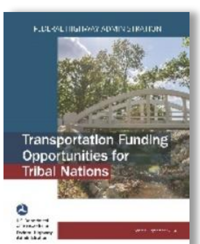
State Department of Transportation (DOT) websites: https://www.fhwa.dot.gov/about/webstate.cfm

State Rural Transit Assistance Program (RTAP)/Formula Grants for Rural Areas (Section 5311) Program websites:https://www.nationalrtap.org/Toolkits/State-RTAP-Managers-Toolkit/State-RTAP-5311-Websites

Coordinating Council on Access and Mobility (CCAM) Federal Fund Braiding Guide
https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-05/CCAM-Federal-Fund-Braiding-Guide-2025.pdf

TCRP Report 154: Developing, Enhancing, and Sustaining Tribal Transit Services: A Guidebook
https://www.nationalacademies.org/read/22818

- Chapter 8, "Funding Tribal Transit Programs": https://www.nationalacademies.org/read/22818/chapter/10
- Chapter 6, "Environmental Issues": https://www.nationalacademies.org/read/22818/chapter/8



Transportation Funding Opportunities for Tribal Nations:
https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-12/09_%202024_Tribal-update.pdf

Navigating Tribal Transportation Funding Fact Sheet:
https://acl.gov/sites/default/files/Transportation%20Center/navigating-tribal-transportation-funding.pdf

Tribal Toolkit for Navigating Federal Grant Terminations
https://coalitionfortribalsovereignty.org/wp-content/uploads/2025/10/CTS-Grant-Termination-Toolkit_Updated-Handout-3_102225.pdf

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