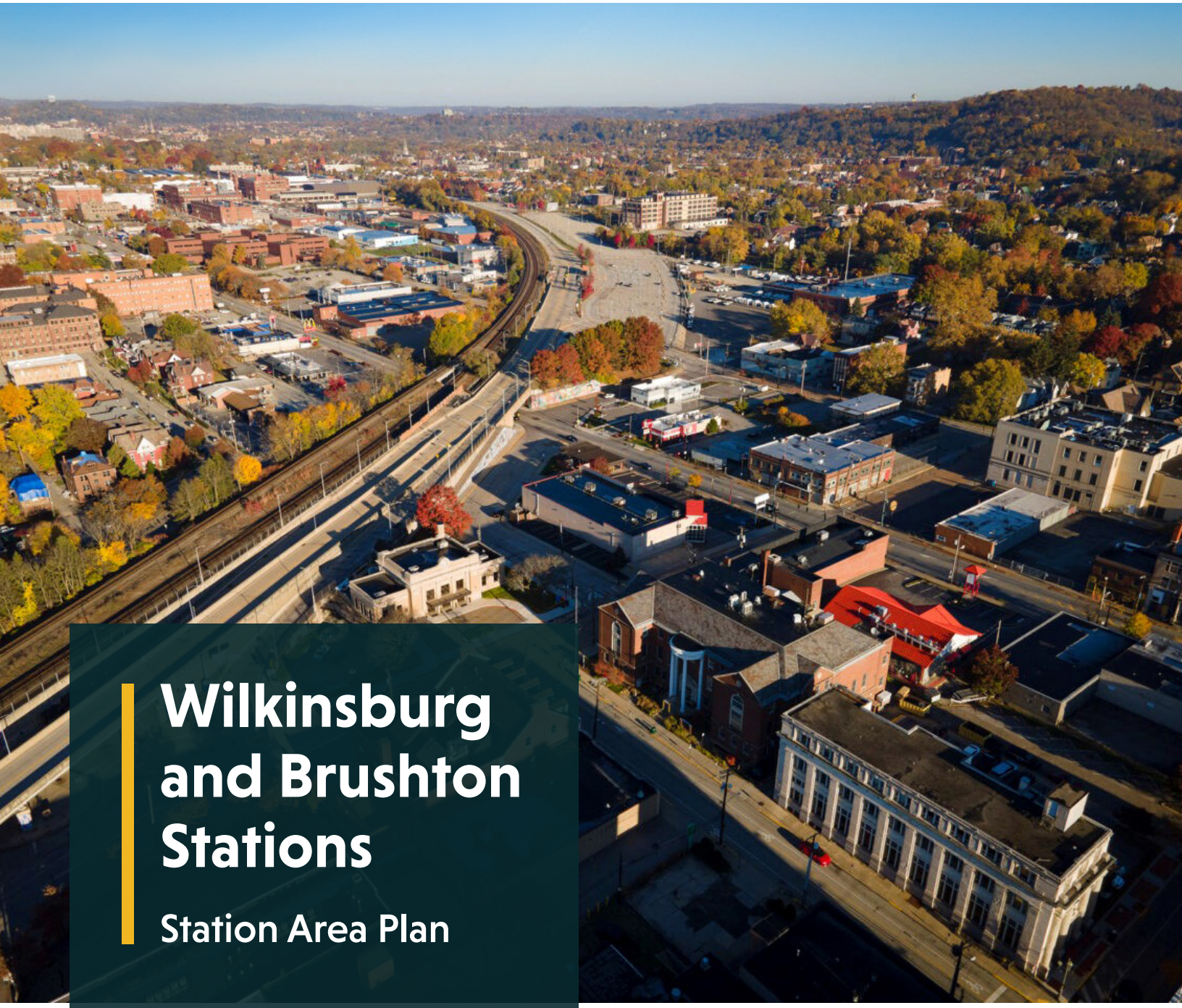
BOTEB
BUILDING ON THE EAST BUSWAY



Wilkinsburg and Brushton Stations

Station Area Plan

Appendix 8
Federal Funding Opportunities

October 2023

PRT
Pittsburgh Regional Transit

BUILDING ON THE EAST BUSWAY

WILKINSBURG AND BRUSHTON STATIONS FEDERAL FUNDING OPPORTUNITIES

There are multiple opportunities to pursue funding from federal grant programs that were expanded or created in the Bipartisan Infrastructure Law (BIL). These grant opportunities could be pursued for the planned investment categories - bus and passenger facilities, active transportation access, electric vehicle charging stations, and safety enhancements - or an application could reflect the bundling of multiple investment categories into one large multi-modal project.

Further, as described below, some of the BIL programs provide funding to complete pre-construction activities (Planning Grants) to complete preliminary engineering and NEPA and other provide funding to complete pre-construction and/or construction activities. Based on the implementation timeframe for the project as well as available local matching funds, PRT could develop a grant pursuit strategy to target BIL programs that award Planning Grants to developed more defined cost estimates, address environmental clearance requirements, obtain additional input from the surrounding neighborhoods and stakeholders, and conduct technical analyses that will address requirements for a future Construction grant application.

The following provides descriptions of BIL grant programs that could be targeted in the near future, the eligible investment categories for each program, and if the grant funds can be used for pre-construction activities, construction activities, or both.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Description

The RAISE program, formerly known as the Better Utilizing Investments, to Leverage Development (BUILD) program, and before that, the Transportation Investment Generating Economic Recovery (TIGER) program, is one of USDOT's largest multimodal discretionary grant programs and supports innovative projects that would be otherwise difficult to fund through traditional federal programs. The RAISE program's objective is to support innovative multi-modal projects that would be otherwise difficult to fund through traditional federal programs. Competitive projects demonstrate the ability to catalyze long-lasting, positive changes in safety, economic competitiveness, quality of life, environmental sustainability, innovation, and partnerships with a broad range of stakeholders.

Eligible Investment Categories

Bus and passenger facilities, active transportation access, electric vehicle charging stations, and safety enhancements. Applications could be submitted for individual categories or the entire program of projects.

Eligible Implementation Phase

Pre-Construction (Planning Grant) and Construction

Revenue Potential

The maximum grant award under the BIL is $25 million and the program is authorized for $2.0 billion annually through FY 2026. Nationally, the allocation of grant awards must be split 50 percent to urban areas and 50 percent to rural areas.

Examples of recent grant awards that were similar to elements of the BOTEB infrastructure needs include:

- FY 2023: The City of Anaheim CA received a $5.1 million grant to develop final design and construction documents for five high-impact and high-visibility active transportation connections to the regional rail/bus transit center in Anaheim: two non-motorized multi-modal bridges; an elevated "highline" trail; a major regional trail extension; and the realignment of an engineered riverbank to separate high-speed bicycle and pedestrian traffic.
- FY 2023: The City of Tallahassee FL received a $15 million grant to construct a transit center that will have approximately eight bus bays, each equipped with electric charging. The project will also include bicycle/scooter racks, micro mobility and ride share spaces, ticketing and waiting areas, along with solar panels for self-sustaining energy.
- FY 2022: The Town of Wake Forest NC received a $3.4 million grant to fund the planning of mobility hubs in seven communities along the S-Line passenger rail project. The planning activities include feasibility and site assessments for all the partner communities, NEPA compliance, and preliminary engineering for four of the seven communities.
- FY 2021: The Derby-Shelton Multimodal Transportation Center (CT) was awarded $12.6 million to construct a multimodal transportation center. Improvement to the existing Derby- Shelton Train Station will include construction of a high-level rail platform, and new bus and rail passenger amenities; improvements to station safety; rehabilitation of the existing train station building; bus waiting/loading areas; electric vehicle charging infrastructure; sidewalks and crosswalks throughout the station site; and improved vehicle parking and bus access.

Most Recent Application Cycle

For the FY 2023 application cycle, the notice of funding opportunity was issued on November 29, 2022 and applications were due on February 2, 2023. The FY 2024 application cycle is expected to start in November 2023.

Reconnecting Communities and Neighborhoods Grant Program

Description

The primary objectives of this program are prioritizing disadvantaged communities; improving access to daily needs such as jobs, education, healthcare, food, and recreation; fostering equitable development and restoration; and reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

Eligible Investment Categories

Bus and passenger facilities, active transportation access, electric vehicle charging stations, and safety enhancements. Applications could be submitted for the entire program.

Eligible Implementation Phase

- Pre-Construction (Community Planning Grant): funds planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges. Projects may address:
    - Planning to restore community connectivity
    - Community/public engagement
    - Assessing environmental impacts from transportation in underserved communities (i.e., air quality, greenhouse gas emissions, extreme heat hotspots, gaps in tree canopy coverage, or flood prone transportation infrastructure)
    - Developing local anti-displacement policies and community benefit agreements
- Construction Grants: funds both reconnecting-focused projects and smaller projects focused on reducing environmental harm and improving access in disadvantaged communities. Projects may address a dividing facility; mitigating a "burdening" facility (a source of air pollution, noise, stormwater, or other burden); or improving access and building or improving Complete Streets.

Revenue Potential

FY 2023 was the first year of this program and the total amount of funding available was $3.4 billion. The federal match for Community Planning Grants is up to 80 percent while the federal share for construction grants is up to 50 percent.

Most Recent Application Cycle

For the FY 2023 application cycle, the notice of funding opportunity was issued on July 4, 2023 and applications were due on September 28, 2023.

Grants for Buses and Bus Facilities

Description

This program provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Eligible Investment Categories

Bus and passenger facilities and electric vehicle charging stations.

Eligible Implementation Phase

Construction / Acquisition Grants: funds projects that replace, rehabilitate and purchase buses, vans, and related equipment (i.e., charging equipment), and construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Revenue Potential

In FY 2023 the total amount of funding available was $1.6 billion and the federal match was up to 80 percent.

Examples of recent grant awards that were similar to elements of the BOTEB infrastructure categories include:

- FY 2023: The Nashville Metropolitan Transit Authority (WeGo) $5.0 million to build the new Hickory Hollow Transit Center in Southeast Nashville. The project will contribute to redeveloping a former mall into a community services complex featuring convenient bus transfers, pedestrian and bike access, car, and van pool pick-up.
- FY 2023: The Washington State Department of Transportation received $7.5 million for the design, engineering, and construction of the South Whidbey Transit Center, located in Island County. The new transit hub will include six bus bays, allowing the agency to expand zero-emission bus service and connect residents to ferry services, trails, and businesses in South Whidbey Island.
- FY 2022: TriMet (Portland) received $5.5 million to renovate and expand the Beaverton Transit Center to better support bus operations and planned service upgrades for the Portland region, including space to accommodate new electric buses.

Most Recent Application Cycle

For the FY 2023 application cycle, the notice of funding opportunity was issued on January 26, 2023 and applications were due on April12, 2023.

Areas of Persistent Poverty Program

Description

This program provides funding to eligible applicants for planning, engineering, or development of technical or financing plans for projects eligible under Chapter 53 of title 49, United States Code to assist Areas of Persistent Poverty or Historically Disadvantaged Communities.

Eligible Investment Categories

Bus and passenger facilities, active transportation access, electric vehicle charging stations, and safety enhancements.

Eligible Implementation Phase

Pre-Construction: eligible activities may include, planning, engineering, or development of technical or financing plans for improved transit services; new transit routes; engineering for transit facilities and

improvements to existing facilities; innovative technologies; planning for low or no emission buses; planning for a new bus facility or intermodal center that supports transit services; integrated fare collections systems; or coordinated public transit human service transportation plans to improve transit service in an Area of Persistent Poverty or Historically Disadvantaged Community, or to provide new service such as transportation for services to address the opioid epidemic, as well as increase access to environmental justice populations, while reducing greenhouse gas emissions and the effects of climate change.

Revenue Potential

In FY 2023 the total amount of funding available was $20 million and the federal match was up to 90 percent.

Examples of recent grant awards that were similar to elements of the BOTEB infrastructure needs include:

- FY 2023: The San Diego Association of Governments (SANDAG) received $785,000 in federal funding for conceptual planning and engineering work to transform the San Ysidro Transit Center and surrounding neighborhood into a vibrant mobility hub that will reinvigorate the community, rebuild community connections, and improve access to the regional transit system. SANDAG and partner agencies will develop strategies to improve safety, better integrate mobility and land use, and enhance mobility for residents of San Ysidro, a historically disadvantaged community.
- FY 2023: The Chicago Transit Authority (CTA) will receive $778,500 to assess whether to reopen the historic Englewood (Green) Line Racine station with modern accessibility standards. The station, which closed nearly 30 years ago, is recognized as a key investment to revitalize the neighborhood. By engaging with residents and other advocates, CTA hopes to maximize the impact of increased transit access and the positive effect it can have on the community.
- FY 2023: Dallas Area Rapid Transit (DART) will receive $585,000 to plan and design a new transit facilities in East and redesign an existing facility in Southwest Dallas that will enhance safety, environmental sustainability, quality of life, and community connectivity in the surrounding neighborhoods along the bus routes that access the two locations. DART will engage the community and stakeholder organizations to ensure that transit facilities become an integral part of the communities they serve to benefit residents and the broader community.

Most Recent Application Cycle

For the FY 2023 application cycle, the notice of funding opportunity was issued on January 8, 2023 and applications were due on March 9, 2023.



Pittsburgh Regional Transit