



# Public Transit Update



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## Presentation Topics



- ▶ Disadvantaged Business Enterprise (DBE)
- ▶ Transit Asset Management Assessments and Plan (TAM)
- ▶ FTA Grant Applications
- ▶ Bus Manufacturing Status Update

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## DBE

- ▶ Disadvantaged Business Enterprise goal setting is underway for FFY 23-25
- ▶ Goal is a percentage of total spending to be allocated at a percentage rate to women and minority owned businesses
- ▶ Previous goal was .24%

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## TAM Assessments and Plan

- ▶ Transit Asset Management assessments are being undertaken by myself and Alivia Hoodjer.
- ▶ These assessments evaluate the condition of any and all vertical infrastructures which have "Transit Capital Responsibilities."
- ▶ The purpose of this 4-year cycle plan is to determine need for repair, renovation, and/or replacement of existing facilities used for Transit.

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# FTA Grant Applications

- ▶ We have finalized and submitted applications for two discretionary federal funding grants—Bus and Bus Facilities and Low-No Emissions.



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# Bus and Bus Facilities

26 total applicants included in this application targeting replacement of 184 vehicles.

Total request: \$24.1 million in federal dollars



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## Low-No Emissions

HIRTA, Sioux City, Southern Iowa Trolley, SEIBUS, and SWITA comprised the 5 agencies who participated in this grant application.

We requested federal funding for 13 buses, associated chargers and infrastructural improvements, and facility improvements for a total of \$15.8 million.

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## Low-No Emissions

Note: Federal Transit funding—*for at least the next four years*—has heavily shifted toward funding Low Emission and/or Zero Emission Buses (ZEBs)

This funding shift is consistent with ideological directional changes over the course of at least the past 3 transportation funding acts (SAFETEA LU, MAP-21, and FAST Act). As such, though there could be a paradigmatic shift in perspective, it appears that funding for transit programs across the nation will be heavily geared toward being Low Emission/ZEBs at present and into the future.

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# Bus Manufacturing Status



Bus Manufacturers, in the present economic and supply chain environment, are facing a significant shortfall in semiconductors.

This has resulted in cancelled contracts, increased costs, and ordered buses going undelivered.

Our plan is to keep the ordered, but not delivered, buses in their place at the front of the queue and to address the gap in funding as a result of the increased costs.

We are in communications with FTA and the bus manufacturers to ascertain the various facets of this/these problem(s).