Low or No Emission Program Review for FY26 Funding Opportunity

Objective

This document provides a high-level review of the Department of Transportation Federal Transit Authority's (FTA) Low or No Emission Program. This program funds projects that support the purchase, lease or rehabilitation of low or no emission transit buses and related equipment.

Program Summary

The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. This funding is most aligned with projects involving electric buses, hydrogen fuel cell buses, compressed natural gas buses, and the charging/fueling infrastructure needed to support these technologies.

Application Deadline	Applications must be submitted by **September 21, 2026, by 11:59 p.m. EST**. Grant applications are submitted through Grants.gov.
Funding Overview	For FY 2026: » Total Funding: $589 million » Minimum Award: No minimum » Maximum Award: No maximum
Eligible Uses	» Capital projects to purchase or lease zero-emission or low-emission transit buses » Acquisition, construction, rehabilitation or leasing required for supporting facilities such as recharging, refueling, and maintenance facilities Purchasing or leasing low-emission buses which include, but are not limited to: » Propane buses » CNG buses » Hybrid-electric buses Purchasing or leasing zero-emission buses, which include, but are not limited to: » Rubber tire trolley buses powered by overhead catenaries

	» Acquiring low- or zero-emission buses with a leased power source » Battery-electric buses » Hydrogen fuel-cell buses Additionally, for both Low-No and Bus-Bus Facilities Programs: » For low- and standard-emission projects, up to 0.5% of the request may optionally be used for workforce development and an additional 0.5% may be used for training at the National Transit Institute. » Any zero-emission project or components of a zero-emission project must use 5 percent of Federal funds for workforce development, unless the applicant certifies less or no funding is needed for this purpose.
Eligible Applicants	» Direct or designated recipients of FTA grants » States (including territories and Washington, D.C. » County governments » City or township governments » Federally recognized Indian tribes
Cost Sharing Requirements	» In general, the maximum Federal share is 80% of the net capital project cost unless the grant recipient requests a lower percentage. However, there are two exceptions: » The Federal share is 85% for transit buses that are compliant with the Clean Air Act or are accessible to people with disabilities. » 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 identify these specific activities in their application in order to receive an increased federal share.

FY2026 Program Name NOFO Application Status

This program is currently open for interested applicants until September 21, 2026. The full Notice of Funding Opportunity announcement can be found here. If you have additional questions on this program, please submit a question to Kirsten Wiard-Bauer, Office of Program Management at FTALowNoBusNOFO@dot.gov.

FY25 National-Level Summary

In FY25, the program received applications for 179 eligible projects requesting a total of $3.1 billion. Of the requested projects, 103 projects were funded to 103 recipients totaling $1.6 billion, and award sizes ranged from $256,281 to $121,125,000.

Maryland did not receive any funding under this program for FY25. For the FY24 Low and No Emission awards funding cycle, Maryland received 1 award for $25,475,520.

Table 1. Maryland Grant Awards

Local/County Recipient	Awarded Funding	Project Description
Prince Georges County Government	$ 25,475,520	Prince George's County in Maryland will receive funding to buy battery-electric buses, bringing the county closer to transitioning its bus fleet to fully zero-emission by 2040. The buses will enhance service to people who rely upon public transportation to connect to jobs in the County and throughout the Washington, D.C. region.