

Low or No Emission Program Review

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 or lease of low or no emission transit buses and related equipment.

Program Summary

The Low or No Emission Grant Program provides competitive funding to state, county, and local governmental authorities to support the transition to cleaner transit technologies. The objective of this program is to reduce emissions from public transit systems by supporting the acquisition of zero-emission and low-emission buses as well as the acquisition, construction, and leasing of required supporting facilities.

The program serves transit agencies, state departments of transportation, and local governmental authorities seeking to modernize their fleets with environmentally friendly vehicles. 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 July 14, 2025, by 11:59 PM ET . Grant applications are submitted through Grants.gov .
Funding Overview	For FY 2025: <ul style="list-style-type: none">» Total Funding: \$1.1 billion» Minimum Award: No minimum» Maximum Award: No maximum
Eligible Uses	Purchasing or leasing low-emission buses which include, but are not limited to: <ul style="list-style-type: none">» Propane buses» CNG buses» Hybrid-electric buses Purchasing or leasing zero-emission buses, which include, but are not limited to: <ul style="list-style-type: none">» Hydrogen fuel-cell buses» Battery-electric buses» Rubber tire trolley buses powered by overhead catenaries» Acquiring low- or zero-emission buses with a leased power source

Eligible applicant	<ul style="list-style-type: none"> » Direct or designated recipients of FTA grants » States » County governments » City or township governments » Tribes (Federally recognized)
Cost Sharing Requirements	All eligible expenses under the Low-No Program are attributable to compliance with the Clean Air Act and/or the Americans with Disabilities Act. Therefore, the Federal share of the cost of leasing or purchasing a transit bus is not to exceed 85 percent of the total transit bus cost. The federal share of the cost of leasing or acquiring low- or no-emission bus-related equipment and facilities is 90 percent of the net project cost. Applicants must identify these specific activities in their application in order to receive an increased federal share.
Other information	On June 4, the FTA hosted a webinar to provide information to potential applicants, including an overview of program eligibility, evaluation criteria, selection considerations, and the submission process. View the presentation or watch the recording (Passcode: fFR#0c\$p).

FY2025 Program Name NOFO Application Status

This program is currently open for interested applicants until July 14, 2025. The full Notice of Funding Opportunity announcement can be found [here](#). If you have additional questions on this program, please submit a question to FTALowNoBusNOFO@dot.gov.

FY24 National-Level Summary

Federal Transit Authority's FY24 Low and No Emission programs provided \$1.1 billion for 62 different projects. Click [here](#) for the full list of awards.

For the FY24 Low and No Emission awards funding cycle, grant applicants in Maryland received 1 award for \$25,475,520. including:

Table 1. Maryland Grant Awards

Local/County Recipient	Project Type	Awarded Funding	Project Description
Prince Georges County Government	Low-No	\$ 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, DC region.