

Question & Answer – Transit Standard Development Webinar December 15, 2022

1. How many awards will be given?

Federal Transit Administration (FTA) will select and award a cooperative agreement to one applicant. The award recipient and its partners will manage and perform major tasks of the program, including standards assessment, standards development proposal, vetting, prioritization, and standards development.

2. Is there a time-expectation for the program?

The program has not prescribed any period of performance; however, applicants should propose reasonable timing and milestones to successfully perform the project and meet the program objectives. FTA has previously funded similar programs which had durations of two to three years.

3. For Grants.gov, is the "applicant" the organization or the project manager?

An applicant is an organization, not the project manager.

4. Is there a preference for a type of organization to be the lead? NGO versus private company, etc.?

The program does not have any preference for a lead organization. Any eligible organization as defined in the FY2023 Transit Standards Development Notice of Funding Opportunity (NOFO) can be the lead. As with any FTA award, the applicant must demonstrate the requisite technical, legal and financial capacity to carry out the project.

5. Given the breadth of the standards in the scope, how does FTA expect to grade the experience of any given scope area versus expertise in developing standards within a more defined scope?

With equal weights for each of the five evaluation criteria, FTA believes that the evaluation process is fair in selecting the best candidate for an award. Please refer to the NOFO for details on proposal review process, evaluation criteria and final decision.

6. Is the goal to develop standards at a higher level across multiple areas, or based on the needs assessment to focus on a few key areas in coordination with FTA?

The goal of the program is to develop standards based on the needs assessment and FTA's priorities.

7. When will the award notice be sent out? And when will the project start?

The selection announcement will be made in approximately three to four months after the close of the NOFO. The project award and execution are estimated to occur within 45 days after the announcement.

8. How will FTA navigate if the scope of the chosen standards to develop differs significantly from the mission of the lead organization (now or in the future)?

FTA's review process will evaluate applicants, partners, and expertise, including the five evaluation criteria, to select the most qualified applicant to run the standards program. We expect that the awardee will be able to meet the program goal to develop standards based on the industry needs identified and FTA's priorities, regardless of the lead organization's mission focus.

9. Who will "own" the management of standards that are developed? FTA? The community? Open to suggestions? If/how does FTA expect to interact with governance of existing standards if they are targeted for improvement under this program?

The standards developed under this award are voluntary and consensus-based standards and best practices developed for the benefit of the public transportation industry. FTA will not manage the standards unless there is a need for, and the promulgation of, federal regulation of any specific standard.

10. Would areas of assessment include rail-related needs, such as commuter rail or Passenger Rail Equipment Safety Standards (PRESS)?

The goal of the program is to assess and develop transit standards for all modes of transit; however, all areas of transit that are regulated by other modes, such as FRA are not included. Any PRESS standards or commuter rail standards not regulated by FRA are open for assessment and development.

11. If the lead organization is safety-oriented, but community feedback leans strongly towards electrification standards, will FTA support a safety-oriented organization managing development of an electrification-oriented standard?

Yes, please refer to response to question number 8.

12. Is fixed-route transit a preferred focus or do other forms of transit work for standard development in this process.

There is no preference for any specific mode, vehicle, or area of standards development. The project will prioritize and develop standards based on the industry needs.

13. Will a recording of this webinar become available online?

The recording will not be made available, but the webinar slides and Q&A will be posted on FTA's [standards program page](#).
