

>> Good afternoon, everyone, and welcome to the low or no webinar, I am program manager for both Low-No and urbanized area known as 5307.Ed today I have in the room with me Mark Bathrick, acting division chief, and he also manages the bus facilities competitive program. I also have the other member of our bus team, John BODNER, who manages the bus and bus facilities formula program. All right. So before we begin, before I go through the agenda, I just have a few items that I would like you guys to adhere to, take note of, please.

please use the chat box to ask questions throughout the webinar. Prior to asking questions, please download the FAQs to see if your question has already been answered, and you can also download the PowerPoint slides for this presentation. The webinar transcript, slides and audio recording will be posted on the Low-No page by sometime early next week. All right. So today, we will discuss the program overall, I will give a program overview. We'll go through the evaluation criteria for the program, and we will also look at the application requirements and forms and then at the end, we'll go through some questions, I'll take some questions. So the Low-No program provides funds to eligible recipients to purchase or lease zero and low emission transit buses as well as provides funds to acquire or construct facilities and equipment that directly support the low or zero emission vehicles. This program only funds public transportation projects, and those are projects that support regular continuing shared ride surface transportation services that are open to the general public. Since fiscal year 2016, FTA has awarded \$194 million for 123 projects across the country. I cannot believe it but this is the fourth year of the program authorized through fiscal year 2020, which is next year. All right. Some quick facts on last year's competition, 2018 competition. We received 151 project proposals from 42 states requesting about \$558 million. Out of the 151 projects, 100 were rated highly recommended, and 29 were rated recommended. Which meant that there were the 29 projects recommended for funding. 52 projects were ultimately funded for a total of \$84 million. There is a list of funded projects on the FTA website. If you click on that, I believe it's on the right-hand side of the webpage. Since 2016, FTA has processed about 350 applications requesting about \$1.5 billion in Low-No funding, so as you can see it's a very, very popular program. This year, 2019, so the notice of funding opportunity was released March 18TH, applications are due by 11:59 p.m. on May 14TH, 20. The opportunity number is

FTA-2019-001-TPM-lowno. You can still find the application package at Grants.gov by searching for keywords low or no emission, or Low-No. If you are interested in applying for this program, you must register on Grants.gov at least two to four weeks prior to applying, which pretty much is essentially now. There's about a month left until the deadline. The projects will be evaluated May, June time frame. The review period will pretty much start within days of the application deadline. So everything, including letters of support, must be in by the deadline. In past years, I've received letters of support days, sometimes weeks after the deadline has passed, and unfortunately I cannot add those to your applications. Once the review period starts, we can't add anything. So please keep in mind, letters of support will only be considered if they are part of the package that is submitted in Grants.gov. You can feel free to have folks submit a paper copy to me, especially if you're asking folks to send to Jane, the acting administrator, but you have to have a copy in your package in Grants.gov. And in terms of award announcements, we hope to announce the awards late summer 2019. So let's talk about the money. We have \$85 million available this year for 2019, so similar to last year, we had 55 million, 55 million was authorized by the fastback and Congress added an additional \$30 million under the FY 19 omnibus bill, so we have a total of \$85 million this year. Project selection is very competitive. Based on the criteria in section 8, application review in the notice. We're going to go over the criteria a little later. Funds are available for obligation until September 30TH, 2022. Preaward authority starts on the day the projects are announced on the FTA website. For example, the 2018 projects were announced on the FTA website on August 24TH, 2018. However, the project selection and implementation guidance was published in October. Preaward authority started on August 24TH, the day the projects were announced. Again this year, we will not publish the selection and implementation guidance in the Federal Register, it will only be published on the FTA website. So who is eligible to apply? Eligible applicants include designated recipients, states, federally recognized Indian tribes and local governmental authorities. A local governmental authority includes a political subdivision of a state, and authority of at least one state or political subdivision of the state, an Indian tribe or a public corporation board or commission established under the laws of a state. Applications from rural areas excluding applications

from Indian tribes must be submitted by the state. An eligible recipient may submit an application that includes partners. The partners can be manufacturers, consultants, or any other private sector entities that will participate in implementing the project. The Low-No competition itself satisfies the competitive procurement requirement for partners that are named in the application. Now, if the partners are changed after the project is awarded or if you wish to change your partners, you have to go through the competitive procurement process. Now, note, big thing, this is a big change, 2019 is the last year applicants can name a partner in the application. In 2020, applicants will be required to fulfill the competitive procurement requirement just like the formula in other competitive grants. So at the bottom of the slide where -- not necessarily this one because for some strange reason I didn't move the information up, but I tried to put the reference to the section of the notice that this information is coming from. So this is coming from section C, eligibility information, subsection 1, eligible applicants. All right. Cost sharing or matching. The match for vehicles is a maximum 85% federal, 15% non-federal. Low or no emission bus related equipment or facilities matches 90% federal, 10% non-federal. The maximum federal share for the cost including clean fuel or alternative fuel vehicle related equipment or facilities for purposes of complying with or maintaining compliance with the Clean Air Act is 90% of the net project cost of such equipment or facilities that are attributable to compliance with the Clean Air Act. So all that is to say, the equipment facilities must be directly -- must directly support the low or no emission vehicle. Must support the deployment of the low or no emission vehicle. In addition, the applicant must itemize the cost of any cost related to the vehicle-related equipment. So for instance, I've seen applications where you're paying however much for charger. You must indicate how much the installation is, if there's any testing fee or anything that goes along with getting the piece of equipment to work. In order to be [inaudible] share. Projects that have a higher local share may receive additional consideration. So the part of the NOFO this comes from is section C, eligibility information, subsection 2, cost sharing or matching. Which projects are eligible? So for the Low-No program, you can purchase or lease low or no emission vehicles, and that includes buses with a leased power source. Passenger vehicle used to provide public transportation that significantly reduces energy consumption,

air pollution or direct carbon emissions when compared to a standard or diesel vehicle. Examples of a low -- include hybrid electric, CNG or propane. Zero-emission transit buses are buses that produce no direct carbon emissions and particulate matter emissions under any and all possible operational modes and conditions. Examples of zero-emission vehicles are battery electric and fuel cell buses. Also constructing or leasing facilities and related equipment, rehabilitating or improving existing facilities to accommodate low or no emission buses. Again they must directly support deployment of the Low-No vehicle. Examples include maintenance facilities or fueling facilities. Workforce development is also an eligible expense. Agencies can use up to 0.5% or half a percent of their grant award for workforce development activities and an additional 0.5% for training at the national training institute. Workforce development should directly relate to Low-No buses. I'm going to stop here because I see there's some issues with the sound. Is this better? Please someone in the chat let me know. all right. Thank you, guys. Appreciate it. Thank you for the notes. Workforce development can also include site visits to agencies that already have Low-No buses in their fleet for information sharing purposes. Another example of workforce development is participation in a training program that may be sponsored by a transit agency. So for more information on eligible workforce development activities, you can go to the FTA website. This information comes from section C, eligibility information subsection 3 eligible projects. So I think I just kind of glanced at the chat, so I think this may answer your question. Projects are not required to be in an air quality non-attainment area. Vehicles must make greater reductions in energy consumption and harmful emissions, over comparable standard or diesel buses or other Low-No buses, which include older technology buses such as CNG. Proposed projects must be included in the fleet management plan. Documentation of that should be attached to the application. Testing must be completed prior to disbursement of funds. Projects must also comply with DBE regulations. Additional information on DBE requirements is in the NOFO, section F, federal award administration, subsection 2, administrative and national policy requirements. Buy America requirements requires all iron, steel or manufactured products be produced in the U.S., FAST Act amended the requirements to -- phased increase in the domestic content for rolling stock. That information is also

in the NOFO under section F, federal award administration, subsection 2, administrative and national policy requirements. All right. So what is not eligible under Low-No? Operating expenses, preventive maintenance, develop management or deployment of prototype vehicles, previous project expenses, mobility management, planning and design studies independent of a capital project. All right. Application and submission. So the notice of funding opportunity was posted on the FTA website. It's also -- there's also a link here to the Federal Register. Application information is at Grants.gov. All applications must include the SF-424 application for federal assistance, the Low-No program supplemental form and supporting documentation. The SF-424 is available on Grants.gov and the supplemental form is available on Grants.gov or the FTA website. As I mentioned earlier, let me reiterate, again I apologize but the opportunity I.D. printed in the Federal Register is incorrect, the opportunity I.D. is correct on both Grants.gov and the FTA website. Now for some strange reason, my slide is looking a little crazy so this last sentence which is very, very important is kind of like pushed down. Now, applications must be submitted through Grants.gov by 11:59 eastern daylight time on May 14TH, 2019. Late applications may not be accepted. Now, I say this every year, this is your forum, I'm going to say it again, you have up until 11:59 to submit your application, but there will be no one available after 5:00 p.m. in the office should you encounter any technical difficulties. So I ask that you please, please, please submit your application prior it to the deadline so if there are any issues, we can resolve them and make sure that you're able to submit. Okay. So the supplemental form and supporting documents must be attached to the attachment section of the SF-424. Again this year, we are asking for one supplemental form per SF-424. Supporting documents must be referenced by file. So I suggest labeling your attachments. I've been a reviewer for Bus and Bus Facilities for a few years now, and it is so easy to get through an application when the attachments are labeled and they are referenced in the narrative. So as I'm reading the narrative, I see "see attachment about," whatever. That makes it a lot easier for the reviewer, and that way you also make sure that the reviewers are seeing all of your information. We want to make sure everything you submit is considered and that the applications are very clean, clear and concise. All right? And again, keep in mind, and I've spoken to some of you through -- in debriefs over the years. Our reviewers have a

lot of applications to review in a very short amount of time. So please, make it as easy on them as possible. And again, I don't know what's going on with my slide, I think PDF just didn't like me today, so reference to the NOFO is kind of smooshed. So I think I may end up having to post a different version on the website, but I think you can still see that this comes from section D, application and submission information, subsection 2, content and form of application submission. Now, per the state, states are required to submit the applications on behalf of rural areas. Last year we had some very interesting submissions so I figured this year I would put, you know, information in the chart and hopefully help us all out. So in order to submit a consolidated application for the state, it should be one project type. One SF-424 and 1 supplemental form. So the example I give is, if you would like to purchase 20 buses and 10 chargers for five different transit agencies, located in rural areas throughout the state. One project type, good to go. Now, for multiple -- so for multiple project types, you'll want to submit multiple applications, which would be one SF-424, 1 supplemental form for each agency. The example I have here is, for instance, agency A wants three zero-emission buses. Agency B wants to make improvements to an existing facility to support zero-emission buses. Agency C wants solar panels to support vehicles in the current fleet. Those are three distinctly different project types and if you bundle them in one supplemental, it's very, very difficult to evaluate the project because essentially it's three different projects. So if you have any additional questions or if you have any concerns or you're not sure which type of application, whether you should do consolidated or multiple, please do not hesitate to reach out to me. All right. I see some questions that are coming up and I may have already covered the content. Please don't hesitate to download the webinar PowerPoint because if it's a question that we see in the chat box that I've already covered, we're not going to answer it because we want to make sure we have enough time to get in as many questions as possible, so again, I ask please download the FAQs as well as the webinar PowerPoint in the event that you may have come in to the webinar late. So now we are getting to the good stuff. What is your application? How are we going to evaluate your application? All right. So this slide is really super long, I've got a lot of information but it's very, very good information. Okay. So I call the evaluation criteria the six how's. I believe I did the same thing last year so if you were part of this webinar

last year, you probably are going to be experiencing deja vu because you're going to hear the same thing but the evaluation criteria is essentially the same. So applications will be evaluated on how well they demonstrate this criteria that's in section E. Or as I call them, it's the six how's. All right? So, I'm going to give now a brief overview you of the criteria, and for additional information and requirements, I'm going to refer you back to the NOFO. Yeah, you're hearing a theme here, "go back to the NOFO."

because that has all the information that you need in order to put together a good application. So for demonstration of need, how will the proposed project address an unmet need for capital investment? Specifically applications must demonstrate that there is a need to replace existing vehicles that have exceeded useful life or add additional vehicles to meet ridership needs or there is a need for additional or improved facilities to support Low-No vehicles. Applications must demonstrate that the proposed project is consistent with the fleet management plan, provide information on the age and condition of the vehicles to be replaced or provide documentation of the need for service expansion, for expansion projects and for facilities. Include information on the age and condition of the facility that will be replaced. Also, do not forget to indicate the spare ratio. Application must address how the project complies with the spare ratio guideline.

Demonstration of benefits. How will the proposed project support the program objectives of reducing energy consumption, reducing harmful emissions and reducing direct carbon emissions. The application must describe how the proposed project will reduce emissions and energy consumption compared to more standard vehicles. Standard meaning diesel. For facilities projects, the facilities must directly support the vehicle that will reduce emissions and energy consumption.

Planning and local regional prioritization. How is this proposed project, how is the proposed project consistent with local and regional long-range planning documents and local government priorities? We are looking for projects that are consistent with planning documents. Examples of planning documents are listed in the notice. Be sure to attach documentation to your application. You do not have to attach the entire plan, you can just attach the pages, the portion that's relevant to this particular project. But you must provide evidence, you must provide documentation. We also want to see that the project is a priority in the community, and that

is demonstrated by letters of support from local government officials, community partners and private sector partners. Local financial commitment. How will the funds be secured? Applications must include evidence that the local share has already been reserved, it's already been secured. Example of local share sources are in the notice. Applications can request funds for the incremental cost of Low-No vehicles over the cost of replacing standard vehicles. Formula and Low-No funds can be combined. If the application includes a partnership and combined funding, and that application is selected for funding, then the Low-No competition satisfies the required competitive procurement requirement for not only Low-No funds but also the funds for that project. The partnership provision, the competitive procurement process is attached to the project. Project implementation strategies. So how will this proposed project be implemented? The strategy should be detailed, reasonable and complete. The plan should include a project timeline with key dates and milestones. If the project requires coordination with partners or other agencies, the applications must have documentation of that coordination. Demonstrate that the project is until the tip or SIP or can be added to the tip or SIP if funded. Typically that's a letter from the NPO stating the project is already in the tip or SIP, and do not forget to mention NEPA. A lot of cases, it will be I think a CAD X, but if you are installing equipment such as fueling stations or facilities, please be sure to reference NEPA in the narrative. A lot of folks get tripped up with not mentioning NEPA at all, and it does make a difference in your rating. All right. Last and not least, technical, legal and financial capacity. Does the applicant have the know how to carry out the proposed project? So this criterion, you indicate whether the agency has the a ability to successfully undertake the project. Typically that means including documentation on the agency's most recent triennial review or state management review ratings, essentially you just tell us how you did. If there are any deficiencies, please identify them up front in the application, and also let us know what steps you're going to take to rectify those deficiencies. All right. Aim going to stop here and take a sip of water. Because that was a lot, and the next slide has a lot of information as well. So okay. Your applications have been reviewed, they've been scored according to the evaluation criteria. Now it's time for the project selection process. Now, the Acting administrator will determine which projects will be funded. In making that



determination, there are some additional factors that she may consider in addition to the evaluation criteria or how the project scores. Geographic diversity where the projects are located to make sure that the awards aren't concentrated in one particular area of the country. She may also consider the size of the agencies receive funds to make sure funds are not disproportionately awarded to small or large systems. Whether the project is in an opportunity zone as designated by the Treasury Department, I'll get into that a little later. If an am can't received prior year discretionary awards such as, for instance, FY18 Bus and Bus Facilities. Whether or not the applicant proposed a local share greater than the minimum. Also FTA may cap the amount a single recipient or state may receive as part of the selection process. For example, fiscal year 2018, the largest amount award to a single applicant was \$2.29 million and no state received more than 5% of the total funding available. Supporting rural areas are a priority for the administration so the Acting administrator may pray or advertise areas in rural areas. I mean she may decide to select a larger amount of projects that may have been selected in previous years. And then also the key departmental objectives, I am not going to read those, those are in the notice. If you have any questions about them, please feel free to reach out to me. That is section E, application review, subsection 2, review and selection process.

okay. In case you have not been to the FTA Low-No webpage we have an FTA Low-No webpage. And here you will find resources to help you learn more about the bus, the Low-No buses, as well as links to previous project selection so you can kind of get an idea of what has been funded in the past three cycles. So feel free to visit often. All right. Grants.gov. So for the next few slides, I really just have screen shots of things from Grants.gov. Here at FTA, we do not provide technical assistance on Grants.gov. Grants.gov is a government-wide website and they have their own technical assistance folks, so if you have an issue submitting your applications in Grants.gov, you have to contact Grants.gov. Now, if you have an issue with your supplemental form, then you contact me.

here at FTA. So this is just a screen shot of the work space and also these next few slides kind of give your eyes a break because I know the previous ones were very wordy. So just looking out for you guys. The next one, this is just a shot of the Grants.gov registration, obviously you have to go in and register a few weeks prior to applying for this opportunity.

And Grants.gov provides training. So if you've never used it before, if you're not sure how to use it, then they have some training videos that are on their website. All right. And I did a little search for Low-No, you just put in Low-No or low or no emission and, wa-la, the opportunity pops up and yes, this opportunity I.D. number is correct. And this is what you will see once you click on that link. This is the actual grant opportunity for a Low-No, and all of the documents that you need and information that you need to apply is right here. All right. So this is the SF-424 if you've applied for funding before, especially discretionary funding here at FTA, you're very familiar with this form. This is a government-wide form, everyone that applies for government assistance must complete the SF-424. So this is a very important part of your application package. And again, this form is on Grants.gov. Okay. So the supplemental form. Now this is an FTA form that is specifically for the Low-No program, and this essentially is your project proposal. You must use the fiscal 2019 -- fiscal year 2019 form as this year's form is different. There are some new things on the form, and I'm going to go over them in a little bit. Now, if I ask you to -- once you download the form, make sure it works. Because we had to update -- we had to upload a new form so just make sure that you can enter information in it and that you can save it. Because we do not accept forms that have been scanned, can't scan them and send them in because the way our computer system is set up, it has to read from the fillable PDF form. And if you have any issues with that, if you're a little confused or anything, please feel free to reach out to me. I apologize for having you have to download twice if you've already downloaded the form, but we found an issue in the form where you guys would not have been able to save your information to submit to us. All right. So let's talk about the updates on the form. So this year, we are asking applicants to provide the name and direct phone number for the agency CEO. Our acting administrator specifically asked for that. So we put it on the form. Last year we added a section for the project statement of work so we could better identify the proposed project that you -- I saw some very interesting things, so this year I decided to try to make it as simple as possible. It only has to be one sentence. Just follow the example that I give you here. And not only does it provide just kind of a quick summary of what you're looking for, but when we are compiling our documents for project selection and all that and kind of doing our writeups, it just makes it

easier for us to be able to pull in the information. So again, I provided an example of how it should be written. Basically you would tell us who you are, how much you're requesting, your project, and whether or not it's a replacement project or an expansion project if applicable. So example. ABC Transit is requesting however many dollars to fund the purchase of however many battery electric buses to replace however many diesel buses that have exceeded useful life. It only needs to be one sentence. That one sentence. And on the supplemental form, you will see where I say, one sentence only, please. Under project type, we added an additional check box for equipment. Departmental objectives. So in this section, you will describe how your proposal meets one or more of the departmental objectives if it meets an objective. The departmental objectives are in the NOFO. We already went through that, it's in application review, section E, application review, subsection 2, review and selection process. For example, if the proposal meets the objective of supporting economic vitality at the national or regional level, you would discuss how the project supports the economy. So what about this project supports the economy? All right. Also new this year, we are asking if this application will impact an opportunity zone, which may be eligible for preferential tax treatment. This was added to the -- the opportunity zones were added to the tax code by the tax cuts and jobs act on December 22nd, 2017. For more information on the opportunity zones or whether or not you're in opportunity zones, please visit the Treasury Department's website. I have a link there. I have no additional information on opportunity zones other than just pointing you in this direction. On the supplemental form, you only need to tell me the name of the opportunity zone if it's applicable. Okay. Now, for under project budget. As I mentioned earlier, you can use formula funding as part of the project if you can use Low-No funds to fund the incremental cost of a zero' mission or a Low-No bus over the cost of a standard bus, and you can kind of combine it with formula funds. So this is how we're going to try this again last year, I had to go back in and try to make this as easy as possible in capturing this, so please bear with me. So under the 5339C amount, the blank there, you will put the federal request for Low-No only. 5339(c) local match, you will put the local match for Low-No only. Other federal funds, you will put the formula funds and you can actually put the formula and the local share formula because you want to make sure the actual cost is the actual total

project cost. Once you do that, if you put the federal in and local for the other federal funds or the formula funds, you have to describe what exactly you did under the local financial commitment section, and that's what that sentence is supposed to say, but again, it's right on my sheet, it's not right on the screen, I apologize, but you will use the local financial commitment section to show the breakdown in your budget, showing exactly what's coming from where or what. Under the matching funds information, it will be your Low-No local match funds only. If you have any questions or you're not sure, send to me. Just fill it out, do a screen shot and say hey, Tara, is this exactly what you're looking for? Not a problem, I don't mind taking a look at it. Now I can't give you any more tips on the rest are of your application, but I'd be more than happy to look at your project budget section to make sure it's filled out correctly. And again, the other federal funds blank is only for applicants who are proposing using formula funds or other federal funds in conjunction with Low-No funds. Now, very, very, very important here, federal amount: The amounts must match. The amounts on the SF-424 federal and supplemental form 5339(c) must match or your application may not be reviewed. When those two numbers do not match, it throws off our system, it throws off everything. Please, please, please make sure those two match. So we need to know exactly what you are requesting and it needs to be consistent between the SF-424 and the 5339 or the supplemental form. 5339(c), supplemental form. All right. So key takeaways. If you remember nothing else I've said today, and I did this last year, and I changed the last one and unfortunately my presentation is all jacked up so you can't see it, but that's okay, I'm going to read it anyway. Everything you need to know about the program and the application requirements is in the notice. Respond to each criterion completely. The NOFO tells you exactly what we are looking for in a successful application. The application must include documents, so documents -- documentation is crucial, it's critical, it's very, very, very important. The application must include documents that support information that's in the supplemental form, all right? The third bullet is this year, its presentation is everything. Even though everything is cut off. In the past, the third key takeaway was tell your story. You guys have gotten very, very good at telling your story. So this year, I wanted to make sure your story could be read and understood. As I mentioned earlier, our reviewers have a very short amount of time to review a lot

of information. If your application is not organized well, they may miss something. Make sure your attachments are labeled and referenced in the narrative. You want to provide documentation that specifically supports the project, even if you just include an excerpt of a document. I've seen budget documents in the past that have been pages and pages long, and I could not figure out which -- and hi to help the reviewers because I don't review, I have reviewers, but I had to help them figure out, okay, where are the local funds, where are the funds, how is it captured? Be sure all of that is very -- it's up front. Make sure that we can find exactly what you're telling us you have. So you know, be sure to label everything. And you don't have to send us all 45 pages. We just need to see the information that is directly related to the project. Also make sure your numbers in your budget are correct. Make sure everything adds up correctly. We've had some situations where the matching funds blank was different from the 5339 blank that's right above it. Please make sure everything is consistent and all of your numbers are correct. You don't want any ambiguities in your application because if we can't understand it and we can't find things, then we may not be able to rate it as well as it could have been rated if the information was correct. So please make sure you check that and you don't get tripped up. Just like I should have checked all these slides before today's presentation. But I will make sure that I upload the correct version on the website. All right. So now, this is the part you've all been waiting for. I've been watching this chat box jump. My colleague Mark is going to help me with these questions, he may actually have to answer some because I think I'm dying of thirst here because I've been talking, but we will get through it.

>> Good afternoon, everyone. Once again, this is Mark here in the office of program management, and we'll now begin the Q & A. As Tara mentioned, please continue to type your questions in the chat box. We have been doing our best to capture those and try to condense those questions that may have been captured during the presentation. Just to reiterate and advise folks, not only will the presentation be posted but we'll also have the full recording and transcript. So for any folks that may have had technical difficulties, either listening in portions of the webinar today or the transcript that may have cut out at certain portions, that will all be available on FTA's website as can you go back at your leisure for any additional questions that you may have. So starting with some easy

questions.

>> Okay.

>> Saja asks, can members of Congress submit letters of support?

>> Yes.

>> Excellent. The next question we've got from terry, can 5307 formula funds be used as local share commitment?

>> No. 5307 funds or any FTA funds should never, ever, ever be used as local share.

>> Excellent. And to further reiterate, the local share options are listed in the notice, and if you have any particular questions on the local share that you are considering, not only can you reach out to Tara but you can also look at the regulations and associating statute with that funding that you're interested in using. That may have additional guidance as well. I know we received a question on a particular source of EPA funding and you'll want to look at that exact statute associated with that funding to initially potentially determine the eligibility of any federal sources that may be out there. The next question we have was from Sydney early on: Is a letter of support and a letter of commitment the same?

>> A letter of support, I think, is someone expressing support for the project. A letter of commitment would be from, say, a partner that's saying they're committed to executing the project with you or it can also be a let -- a letter of commitment could also be that you're committing funds, that the funds are being committed for the project.

>> Excellent. Our next question was from Megan. Is fleet expansion eligibility?

>> Yes.

>> Okay. Our next question was from Debbie. Would adding infrastructure be eligible -- would also be for public use?

>> Would it directly -- the question that would be would it directly support the Low-No emissions vehicle, in other words, would it have fueling facility or something like -- it would have to be something that directly supported the vehicle itself.

>> Excellent distinction. The next question is, does FTA have any examples or templates or guidance on fleet management plans?

>> I do not personally have one. Bus guys, do you want to jump in on this?

>> So FTA does have a transit asset management plan website or TAM, so we do provide information on what are some acceptable plans that are out there. You are also more than welcome to reach out to transit partners or regional offices that you may be located in for additional guidance that they may have or be

able to connect with you entities out there that may have plans that are currently in use if you don't already have one. The next question was from Bennett. Could you explain the partnership provision and what that actually means.

>> So the partnership provision -- this is the fourth year that -- and the final year, I have to keep saying that, that you are allowed to name a partner who will help you to undertake the project. It could be manufacturers, bus manufacturers, it could be consultants who are going to help manage the project. It could even be the local utility company that's, you know, perhaps providing some type of infrastructure for the project. It's pretty much anyone who is going to help execute the project. Whether it's the private sector, it could be private sector, it could be public sector, but essentially it's someone other than the applicant or someone coming in to partner to execute the project.

>> Are pilot projects eligible?

>> No, that's in the actual presentation, that's why I told you guys to go back through and take a look, but no, pilot projects are not eligible.

>> Excellent. Next question was from Arthur. If they're interested in three projects, does that mean that they would need to have three SF-424s and three supplemental forms?

>> You are very correct. Three SF-424s and three supplemental forms. So essentially it's one SF-424, 1 supplemental per project.

>> Are buses and chargers considered two different projects?

>> Actually, on your supplemental form, you can indicate buses and chargers and it could be on one supplemental form. But you just be sure if it's for equipment, be sure that you're breaking out any costs associated with those charges like any type of installation or any other charges, any other fees or funds or whatever that you're making sure you break it out in your budget.

>> Our next question came from Debbie. She asked vehicles that have not met their useful life but will soon meet their useful life, are those eligible to be replaced or applied for replacement?

>> So we typically look for projects that have vehicles that have met or exceeded their useful life. However, if the vehicles will meet or exceed useful life at the time that the project is finished, we will still consider your project, you may not be rated as highly as someone who has -- whose vehicles -- an application whose vehicles have already met or exceeded useful life but that definitely does not knock you out

of the running for being funded. So for instance, if your buses or your new buses are scheduled to be -- I'm just going to throw a date out, to be delivered in 2022, the buses that you're replacing should meet useful life at 2022 or 2021 prior to those vehicles being deployed.

>> Our next question also from Debbie: Is a project to convert a vehicle to a Low-No emission propulsion system eligible?

>> No, not eligible. You can use formula funds to do that. Is that eligible under Bus and Bus Facilities conversion projects?

>> It is. So other opportunities are out there just as Tara mentioned, and definitely you can reach out for further information on other opportunities we may have for funding for those particular types of projects. Our next question came from Gina. She wanted to know if light duty transit buses would be eligible, cutaways and such.

>> So I think the smallest buses that are eligible, like 25 to 35-foot buses. That is the smallest. I think they're light duty transit buses. So light duty transit buses, yes, are eligible.

>> And you can also go, as Tara mentioned, on FTA's low or no emission website and look at prior years projects that have been funded, also give you a good example of types of projects that have particularly been funded at least historically in this program. The next question came from SHARI. She wanted to know if you could substitute local match after the award was made. In particular, looking at the VW settlement funds.

>> I'm thinking, guys. Sorry. See, the thing -- okay, so when you submit your applications, the projects are selected based on the information that is included in your application at the time. So if you -- I guess if you are submitting and you have your local funds and you're showing that you have your local funds reserved, as long as you still have your local funds and your local funds reserved after award, so what I'm saying is, I don't see an issue with, in your proposal, you have your local funds and you're showing that you have them reserved, and then if your VW settlement comes through, you decide to use those funds. I don't think that there is an issue off the top of my head. Do you see where that would be an issue, Mark?

>> The only thing I would advise folks, there are certain stipulations with that VW settlement funds in regards to the potential disposition of the vehicle that you are replacing, so you would want to make sure that you were in contact before your submittal with your FTA regional office to determine the potential useful life and federal interest that may be in that



asset. So you want to make sure you have that conversation first before you start to put together your application and potentially sub in those funds.

>> And this is why I keep him around. He's definitely a wealth of information. Thank you, Mark.

>> you bet. The next question discusses a little bit about supervisory vehicles and other vehicles that may be eligible within this particular program.

>> They are not eligible under the Low-No program, are they eligible under the Bus and Bus Facilities --

>> Yes, just as Tara did a great job emphasizing, within this particular program and looking at the notice and please look back at that notice, in particular, we're looking at those buses and outlining the benefits those will have. So you want to make sure you're focusing in particular on the notice of self because that will ensure the projects remain competitive. The next question we have is from Steven. He would like to know that in order to better fill in the budget section within his supplemental form, does he absolutely need to have bids for infrastructure equipment or are cost estimates acceptable?

>> Well, this is the thing. We're always looking for, quote-unquote, shovel-ready projects. We want your project to be so tight that the only thing you really need is money. So you already know how much for the most part -- I understand that sometimes things can slip and things can change, but we want to see that you've already gotten those bids and we want to see that you already have your numbers and that all you really need is money to complete the project. Because that says that you are far along in your planning process and that you will definitely be able to implement the project within a decent amount of time.

>> Excellent. Our next question comes from Jeff. Would he like to know, what tools may be used to demonstrate emission benefits? He mentions in particular two programs, the A3 tool or the greet tool.

>> You can use whatever tool you like. The only thing we need to see is we need to see that this project will indeed meet the goals of the program, and that's to reduce emission and reduce energy consumption, but whatever tools you like, however you feel you can put that information across is fine with me. Now, we are not engineers here, we are not, you know, Ph.D.s, so just please be mindful of that and make sure that you put it in a form where the reviewers can understand because the reviewers will be comprised of FTA regional and headquarters personnel.

So we're not Ph.D.s. So just make sure that whatever information, whatever -- you use, it's understandable and can be read by regular people.

>> All right. Our next question comes from Brandy. If buses are included in the long-range plan in the tip and the sip, do they need to specifically state that they are electric or low or no emission buses or can just be a general bus line item.

>> I think they can be a general bus line item. That's fine. I think, however, upon award, you may want to amend that to make sure that it speaks to that. So you could indicate that in your application, you can say -- it says general, but upon award, we will make sure it's specific and that it specifically captures the project.

>> Excellent. To highlight that, also as Tara mentioned, in coordination with the NPO you'll be asked to reference, there's also a good opportunity for you to elaborate further depending on how your locality handles the tip and the stip and the format that you use. Our next question comes from Gina. She would ask if you could talk a little bit about the manufacturers or vice versa, looking at the project sponsors, and how they would connect with one another and what questions would need to be asked for potential partnerships. And this would be to also highlight, this is the last year of the partnership so this question will only be relevant for this last round.

>> So I'm very hesitant to throw out actual names of manufacturers because I do not want to not include one. I love them all, they all are great. I do not have a preference. I would suggest to you to reach out to perhaps another agency or perhaps one of the winners in past years to kind of see how they went about developing relationships with these manufacturers. I don't provide any information, I do not provide any advice on manufacturers because I like my job and I want to keep it, and I want to make sure that I'm fair. Is

>> All right. Next from Edward, he asks that with buses, some buses in particular within the network come with advanced communication services potentially associated with them or equipment. He's asking if those onboard apps or other items are eligible within the program.

>> Not separate from a bus. We have to get a bus. It can have all that good stuff on it but that's not something that this program is focused on. You can buy -- if you're buying equipment or the technology separate and apart from bus, you can use your formula funds, Bus and Bus Facilities?

>> Correct.

>> You can use that as well.

>> Our next question comes from Randy. To take advantage of opportunity zone factor, does there have to be an active project or does it have to be designated and the vehicles will operate through it?

>> Does it have to be an active project in the zone or will the vehicles go through it? I think the focus is how will this project benefit that zone. That's what you need to hone in on. So if it's just going through, bringing people to work or whatever, that's what we're really looking for. How will the project benefit the opportunity zone?

>> Exactly. And please be sure to highlight that in your supplemental formulas as Tara mentioned. Our next question comes from Terry. She would like to know, will a low or no emission application be viewed favorably if the local agent is committing FTA 5307 funds to the project?

>> It won't be considered any more favorably. It's up to you. You can use 5307 funds to -- incremental funding or the applications are scored according to the evaluation criteria. Yes, we do consider incremental funding, but I don't -- I don't want to say that it's going to automatically just shoot your application or shoot your project through the stratosphere. There are a lot of different elements that go into selecting the project for funding and that includes all the rest of the evaluation criteria. It's definitely helpful because you're requesting less Low-No funds if you're using 5307 funds, but like I said, I wouldn't say it just automatically shoots you to the top.

>> To further highlight that, when looking at your funding portfolio, you certainly want to make is sure that you're realistic in what you're requesting, not only within your project and what you're proposing that your cost estimates are in line with what we would traditionally see, because certainly reviewers would be looking for the plausibility of your project, but what we'll also be looking for is the availability of those funds. So those are certainly items that you want to keep it in mind, and Tara did a great job early on in the presentation highlighting some of the award averages and award top amount that has been given out in prior years so those are all things as you're developing your application and considering your strategy that you'll want to factor in to your final decision. Our next question comes from Zach. If a city would like to discontinue the lease and purchase electric buses -- electric vehicles alongside the infrastructure, would that be considered

fleet expansion or replacement?

>> So expansion would be you're expanding the service. So you're adding buses to expand the service. Replacement would be that you would be moving the buses that you're replacing to your contingencies, you would be moving them out of active service. I guess that's my answer, I guess, it depends on which one you're doing. Yes.

>> Our next question from Brandy would like to know, is each bus considered one project?

>> No.

you can submit a project for five buses, 10 buses, six buses, however many you want, but each bus singularly is not considered a project. It's a bus project, but it's -- it doesn't necessarily have to be one. That would be a lot of work. Who is that, Brandy that asked that question? That would be a lot of work if you're getting five buses and you submit five supplementals or five SF-424s. No, you don't have to do that.

>> I see a lot of questions just in the chat box, we're trying to group together here related to this particular topic. And I just want to emphasize, what we're getting at is we want to make sure that there is an ease not only for you as the project sponsor and the applicant, but also on the reviewers that you can answer all of the items in the NOFO according to what you're applying for. So certainly as the project sponsor in developing your strategy, look at what you think makes the most sense for your projects. Certainly you can group them any which way that you think best states your case, but just as Tara mentioned and highlighted, you want to make sure that you have very different components, it may be best to break those apart just so you can highlight exactly what you're hoping to benefit from each of those two different items.

>> Well said.

>> Our next question comes from Kiara. Do you have to be an existing transit system to apply?

>> You can be a local governmental authority. I believe that's one of the eligible applicants. So I assume you would be applying for new service. You can be a local governmental authority that's eligible, but please bear in mind that these vehicles have a lot of technical requirements, and if you are just starting up service, it's not something that you just plug in place. Not like a diesel, you just throw some gas on it and put it on the road. So you may want to consider the infrastructure and you may want to consider the support that you have in order to be sure that these vehicles are going to

be on the road, you're going to be able to deploy them because that's one of the things we do consider when we're looking at applications. We also look at the experience and your ability to not only manage the project but to be able to successfully deploy the it technology.

>> Our next question, does three years to obligate mean that the project has to be complete by September 30TH, 2022?

>> No. Three years to obligate means that the funds have to be obligated in our electronic award management system, a/k/a TrAMS, by September 30TH, 2022, and obligated means the funds have been reserved or awarded in TrAMS.

>> Excellent distinction. Next we have from Gina, does the agency have to make a commitment to a number of vehicles to the partner manufacturer? So back to the partner relationship.

>> That's up to you as the -- you know, the applicant, you know what's best -- or not the applicant, the agency, you know what's best for your agency. I do -- I will say that we would prefer to see projects that aren't just like one or two buses. I've said this in the past, we prefer to see, so that you are committed to a transitioning your fleet or part of your fleet to this particular technology, but it's totally up to you what arrangement you want to make with the manufacturer. That's not something that we get into, that's like a personal thing.

>> Excellent. Our next question is Jessie. He would like to know if agencies that have received a previous Low-No grant will be eligible in fiscal year 2019.

>> Now Jessie, you're eligible to apply, but whether or not you're funded, I don't know. Only because every year, the funding scenario differs. It depends on the number of applications we get, it depends on the request. I am happy to say last year fiscal year 18, previous Low-No winners from fiscal year '17 were funded. I'm not sure if that's going to be the case this year, but I would tell you to go ahead and apply because if it's the case, you do not want to miss out.

>> Next from Eduardo, he would like to know, is it a must to purchase hybrid buses or can you purchase CNG buses?

>> Now, in terms of CNG projects, I think I may have mentioned it somewhere in the presentation, CNG is considered an older low emission technology and we -- this particular program is pretty unique in that it is looking to advance advanced technology, and CNG does not lower the amount of emissions as say, for instance, another low emission technology, maybe a hybrid electric series or a zero-emission vehicle. So CNG projects are eligible but they are not as competitive as other

technologies.

>> Our next question is from Charles. A good question for distinction for folks that may be out there. Can transportation development credits or toll revenue credits be used as local match?

>> Yes. And when you fill out your application, you put them in as you would local match. And you make sure in the local financial commitment you indicate that you are using toll development credits and we must see documentation that these things have -- they have been reserved for this particular project.

>> The next question was regarding the listing of projects that have been awarded in prior years in referencing that the amount, the entity and a very short description was provided. That is the public description that FTA does provide for these particular projects. So that is the extent of the information we do have but you are certainly welcome to reach out to those award winners and have discussions with them if you're looking for further project details or any items that they may be willing to share with you on their already selected projects. Our next question comes from Joya, is there a list of exactly what can be used as local match?

>> Yes, I think I referenced that during the presentation. It should be in the notice.

>> Okay. Our next question comes from Enrico. My agency currently has an order of 20 battery electric buses that are projected to arrive by the end of this calendar year. May we still apply for this grant?

>> If you expended funds, because it sounds to me like this project is already underway. If the project is already underway and you've expended funds, then you would not be eligible to apply. But if it's just a standard contract, possibly. You might have to email me offline for that, but if you've already pretty much expended funds and you've gotten to a contract -- email me. Let me think about this one.

>> Just to highlight for folks just as Tara mentioned during the call, preaward authority or basically preaward authority prior to TrAMS grant -- selected and announced on FTA's website. So traditionally if you center into a contract and notice to proceed, at that point you run the risk of potentially those costs not being eligible. Similar will to design work or any work that may be done in preparation for your application, that would not be eligible for reimbursement prior to the announcement of those funds. So please keep that in mind as

you're working on these particular applications.

>> That's why I said email me because I need all those details.

>> Exactly. Our next question, so would a bus project that has charging equipment and facility upgrades be one application or would that be two applications, and also how would that be handled with the local share?

>>

>> I would say you probably put that in one application, especially if -- now, if you're going to -- furthermore, if you already have zero-emission vehicles, I think it's zero-emission, right? If you already have them, then you could submit the facility project separately because it would be to support vehicles that you already have or you already have on order. But if you're just ordering or you're just transitioning to zero-emission, I would imagine you need those facility upgrades to be able to support the vehicles, so you probably want to put it in one application. That's what I'm thinking, because if one is selected -- your bus project is selected over your facilities project, you're going to have buses without a facility, or if the facility is selected -- the facility being selected without the buses isn't too bad because you might be able to get buses next year. I'm sorry, I'm rambling but I'm thinking as I'm trying to get the best answer. I would say you could probably put that in one application. Long story short.

>> Our next question from Brodie, do TVMs and Altoona testing requirements apply to electric buses?

>> Yes. I think I mentioned that. Altoona must be passed prior to disbursement of funds. And all of this is in the notice. The notice tells you exactly what requirements are -- with this program.

>> Our next question from Eric. Can we use 5339 facility funds in combination with this grant?

>> 5339 facility funds. Would be fine or would be --

>> Probably either. Good question.

>> Yes, I'd say. So especially formula, you can use 5339 formula funds. I believe you can do 5339 discretionary as well. We're sitting here with both Program Managers so this is a great question. Who asked the question?

>> Eric.

>> Eric, this is a great question because you get these guys involved. I appreciate it.

>> As long as the project is eligible under both programs.

>> And I also want to highlight, because there have been a lot of questions this afternoon regarding local share and also 5307 and 5339. There is an expectation, though, when looking at those other considerations on that slide for the review and selection process that there is the potential for local share to be taken into consideration. So please be mindful of that when you're applying, that while these various federal funding sources can be eligible, whatever you're applying for in your application, FTA anticipates and expects that the applicant will have that amount available at the time of award in TrAMS and then certainly project execution. So please keep that in mind as you are determining your funding scenario that we do have that expectation and what you apply for in your application is what the final funding scenario and project will look like.

>> right, because in order to receive a higher rating in terms of your local share, you must demonstrate that it has already been reserved so you already have the funds. And whatever you commit to in that application, we hold you to it once you're awarded. So please bear that in mind as well.

>> Our next question is from Jared. In the NOFO, it mentions that there was no state that received more than 5% of total funds. Is that a conscious decision and should we expect to see the same hold true this year?

>> I mention that because that's what could happen. That's the prerogative of the acting administrator. But every year is different. Every funding scenario is different because we don't know how many applications we're going to get, we don't know how much is going to be requested, so I can't really tell you what happened last year is going to happen this year, but what I try to do is put out as much information as possible so that you are very aware of the parameters of the program and what could possibly happen, and what decisions or what factors the administrator could consider. I can't tell you whether to apply, I know a lot of folks will ask me, I can't tell you whether to apply, I can't tell you if you're going to be funded, I can't tell you any of that. Only thing I can do is to try and help you to submit the best application possible if you do decide you want to apply for funds.

>> The next question is regarding supplemental form. In prior years, it was noticed that there was a character or word limit for some of the boxes. This year's form does not appear or seem to have a character or word limit. How do we know what our limits are?

>> I think it should tell you.



>> It should. The supplemental form should tell you whether it's auto populating that as in prior years, but we recommend that folks try to keep it within 4,000, is the general rule of thumb for all of FTA's competitive programs, and just to reiterate, I know Tara did a great job emphasizing, we have reviewers that we get from across the agency and from our regional office as well as other FTA headquarters offices, and those folks have a lot of applications that we ask them to review, and so definitely please be mindful that folks will be reviewing happen to read through that information and digest it and understand it. So please do your best to be as concise as possible.

>> And you can get your point across without being superdooper wordy. You just have to be -- you just have to pick and choose what information you provide. You know, we want to see, A, that you can implement this project, we want to see that it is going to be beneficial to your community, we want to see that you need it, I mean, and these are things that you can address without giving us 10,000 words, 10,000 characters.

>> Our next question comes from pat and this is a good distinction for folks. Could you clarify, do you consider a battery electric bus with a supplemental diesel heater to be low emission or no emission? Certainly air conditioning as well as a heater for those folks in Arizona or down south.

>> Yeah, I love that question. I think it's still considered to be really close to zero. I don't think -- and I'm -- forgive me, I'm not super technical so CTEs, if you all are listening, don't ding me, CalSTAR, don't ding me, but I've heard this question before but from what I understand, I think it's still considered zero. And they'll correct me, they'll call me tomorrow and say, you know, Tara, that was wrong. I believe but I'm not 100% -- they'll correct me, I'm waiting for one of them to jump in the chat now. But I will say this, if you want to argue that it's no emission, it's still super, super very, very, very low emission. So one way or the other, I think it would still fit the parameters of the program and it would still be considered something that reduces a significant amount of emission if -- you know, if it's only heater or whatever is being powered by the diesel.

>> our next question comes from Zena. Asking about airport interterminal service, and if that is considered open to the general public and an eligible public.

>> If it's open to the general public and anyone can ride it and it's not just like employees or passengers, then it would

be considered public transportation. Now I'm not sure how competitive the project will be, but it is considered public transportation as long as it's open to the public.

>> So it looks like we have a pretty technical question here from Jeff and I'll do my best to summarize it here. CNG buses powered by low and no emission energies that reduce harmful emissions, would they still be considered eligible? So it looks like CNG buses that might have additional technology added on to them.

>> HMM. It all depends on how much emissions it reduces as compared to other low emission technologies and compared to obviously zero-emission technology. Unfortunately I am not super technical or up on that. You can feel free to send that to me and I'd be more than happy to take a look at it or confer with our research office folks.

>> Our next question comes from Saja. Our local government cannot commit to funds before they are awarded. What other ways are there to include local commitment in your application?

>> So they can't commit to funds, that means the funds are technically not reserved. I mean, you can still indicate that in your application, but unfortunately I've had this question before from applicants. You've got to work within your parameters. It will not give you a horrible score, but you know, we do want to see that funds have been reserved, but I would say you still apply and indicate that's how they operate. Because the issue that I've run into in the past, you know, we just want to make sure if we award this to you, the money is there, versus we've awarded and then we've had applicants go, oh, by the way, we don't have our local share. We are very, very particularly about that and we want to make sure that we know that you are up front with us that you do indeed have the money and it has been reserved to be expended for the local share for the project.

> Our next question from JESSE, are prior year's proposals reviewed again or is it just the FY 19 submission?

>> Just the FY 19 submissions.

>> And just to reiterate for those folks that are out there, the form is different this year, just as Tara mentioned, so if you submit the FY18 form, it will be rejected by FTA. So please be mindful because you will not have addressed all the relevant criteria we have this year.

>> Now if you had an unsuccessful project in FY 19 or previous cycles, update it, make sure it is still consist it tent with what is in the notice and can you resubmit it. It's like a blank

slate, you're starting all over again. But be sure that everything is updated according to what's in the notice and that you provide the correct information in this year's supplemental form.

>> It looks like from some of the comments as I'm scrolling through here that folks were able to click on the supplemental form and the character limit did pop up so that's excellent.

>> Okay.

>> So please be aware that there is that character limit.

>> But you know, sometimes my memory isn't very good but I thought I saw that.

>> Talking about the number of vehicles, so Steven was referencing a question here, just to paraphrase, it was mentioned that FTA may not be looking for -- is not preferred for one or two vehicles but it looks like in the past maybe one or two vehicles in certain rounds were awarded. If FTA could just emphasize or reiterate exactly what we're looking for.

>> So yes, some of the awards in the past were not -- were probably to purchase maybe one or two vehicles, and I think it's because we just try to make sure we spread the work around as much as possible, however, we are still emphasizing that we don't want these to be like demonstration projects, so we don't want you to be testing -- we really want you to be committed to this particular technology, and we also say that if you are unable to or if we don't award enough for you to be able to purchase however many buses that you requested in the application, you can also supplement with formula funds.

>> And the next question from Craig ties into that particular item. Craig asks, if an agency applies for a certain A money and they receive less, scalable or lower amount than what they had initially requested, are they still required to commit the full local share that was listed in the higher ask the agency had or would we scale down the local share? So to highlight that and just to further emphasize, local share just at Tara mentioned is the potential -- is a potential consideration item for selection of projects. FTA looking at scalable amounts, for potential awards, takes into consideration the independent utility that the award will still have on a particular project. So depending on how your application is written, if the independent utility can still be achieved with the scalable amount and the full local share committed by the agency, FTA would still have that expectation. Certainly if you identify in your application the scalable amount and reference that throughout, for example, from three buses but your scale will

amount is only one bus and you explicitly outline how that funding would look at that particular scalable amount, then FTA would certainly take that into consideration and you would work with your FTA regional office at the time of award to determine exactly the amount of local share that would be needed in order to award those funds. Our next question is from John. So he would like to know if we receive an award for a Low-No program, will that disqualify us from discretionary infrastructure investment program or the build program?

>> Oh, build. Oh, that's your program. Again, I can't tell -- I can't tell you that. Only because again, every year, every program is different, and it all depends on -- I keep saying this, it all depends on the application, the amount that's requested. I can't tell you that. I can only tell you, you've got to play to win. So you have to submit an application and just, you know, see what happens because every year the funding scenario differs.

>> Very true. Our last question it looks like, wrapping up here is from Brandy. Where do we indicate that we plan to use the allowed funds for workforce development? Is that in the project budget?

>> That is in the project budget, yes. And would you need to at some point in your supplemental form, you definitely need to tell me exactly or tell us exactly what type of workforce development activities are going to take place because it has to be directly related to the project, it has to be directly related to the low or no emission vehicle.

>> Excellent. Well, we have about two minutes left, I believe, here this afternoon. If anyone has any last minute additional questions, feel free to type them in the chat box now. But at this time, I'll turn it back over to Tara.

>> Thank you. And thank you, Mark, so much for moderating and for jumping in and answering questions for me. It has a pleasure being a manager of this program for the fourth year. Many of you out there I've spoken to, whether you've submitted questions or debriefs or what have you, I'm still here, if you have any mother questions about this year's cycle, please do not hesitate to contact me. I see one more question.

>> It's a good one.

>> Go ahead.

>> So just one last question from Joya that just came in, excellent to emphasize for folks, asking regarding the word limit. To what extent is it desirable or not to include a formal and more expanded narrative with figures, a cover sheet, table

of content, et cetera, in addition to the supplemental form?  
>> So what we evaluate is what is in the supplemental form. You can send an additional slip proposal if you would like, but what we're going to evaluate is what is in the supplemental form and what is referenced in the narrative in terms of the attachments, the supporting documents.

>> Excellent distinction for folks.

>> All right. So it's 3:29. I think we're going to wrap up because I believe we said 3:30. Again, it's been a pleasure. If you have any additional questions, please do not hesitate to contact me and the materials should be uploaded to the FTA website hopefully by the beginning of next week. All right, everybody? Take care.