

FY2018 Bus & Bus Facilities Infrastructure Investment How to Apply >Webinar Transcript (7-10-2018).

> Hello, everyone. Welcome to the fiscal year 2018 webinar on how to apply for grants for buses and bus facilities infrastructure investment program. my name is Mark Bathrick, and I work here in the office of program management at the Federal Transit Administration here in Washington, D.C. and serve as the Program Manager for this program as well as the programs here at the Department of Transportation. I'm joined here this afternoon and morning for our Dear friends out west by Adam, the Division Chief for the urban programs here in the office of program management, as well as Doug Moore, who will be assisting me with the webinar this afternoon, and he is a manager of our tribal transit programs. One second. We have a remark, somebody has raised their hand. Do we have a function for that?

> We do. Excellent. So Laurie, we saw your hands raised there. It seems a lot of folks are typing in the chat box with where they're from. We appreciate that, but at this point, if you guys can definitely leave that for folks that might be having audio issues or any technical difficulties so we can get to those folks, that would be greatly appreciated. So at this point, we'll jump right in. I do want to let folks know that we'll be connecting the webinar in two different parts. The first part here will go through the slides and address the FY18 NOFO that's currently out. We'll address how to apply, and also differences between the FY17 project selection that was just recently announced and the FY18 announcement. After that, we will actually be transitioning to a larger chat pod for a very wide ranging Q & A session with all of you. So we ask that you please refrain from putting any questions there in the chat box at this time. We're going to have a long Q & A session here at the end so we'll definitely be sure to get to all of your questions. So moving forward, so we're going to cover the program overview here this afternoon. We'll discuss the 5339B program, we'll then go over previous competitions, this will be the third year of the 5339B program, so we'll discuss those prior competitions and give folks some context on what we're looking for as well as how competitive this funding source is. We'll then discuss eligibility criteria as well as evaluation criteria, and we'll finish up with how to submit and then as I mentioned our larger Q & A session. So the overview. So what is the Bus and Bus Facilities infrastructure investment program? So under section 5339B of title 49 of the United States code, as amended by the FAST ACT, this authorizes FTA it to award grants to assist in the financing of buses and bus facilities capital projects including replacing, rehabilitating, purchasing or leasing buses or related equipment, or rehabilitating, purchasing, constructing or leasing bus-related facilities. And so throughout this webinar here this afternoon, we'll go through in detail what that particularly means as you develop your potential projects you may submit. Some important dates. So as you all saw, the NOFO or the notice of funding opportunity was published June 21st, 2018. Applications are due August 6, 2018. You'll hear me say this plenty of times I'm sure during the webinar this afternoon but please do not wait until August 5TH to try to submit your application. You want to get those in as soon as possible, get yourself registered in grants tot Goff and make sure that you have all of your accesses and permissions within your agency available. Project evaluations will take place here in D.C. in late August, and we have a tentatively estimated announcement of fall, 2018 at this time. For those of you that may have applied in the low or no emission program, the 5339(b) program is somewhat different in that there is not a designated statutory timeline of when the announcement must be made so that's

why we have in there DOT and FTA are shooting for fall 2018 for an announcement. So some general funding award information. So projects will be selected on a competitive basis, consistent with the criteria outlined in this notice. In particular, we'll be going over section E later on in this webinar, which has the evaluation criteria. Of note and per statute for the 5339(b) program, in making grants under this subsection, the secretary shall consider the age and condition of buses, bus fleets, related equipment and bus-related facilities. So please keep that in mind as you develop your applications, that this is a critical component that you will want to address a, as that is from statute that DOT must consider. Funding availability for obligation will be for the year of award plus three. So certainly be aware that depending on when the announcements are made, if they're made before or after this fiscal year, that could impact project timelines of the year of award plus three. Preaward authority. Preaward authority starts on the date the projects are announcement on FT A's website. No costs may be incurred prior to the announcement. So I know some folks reached out to me this year looking for their Federal Register notice which actually just came out announcing the FY17 project on the same day as the FY18 NOFO, so please be aware that next year as well, when we make the announcements on the FTA website, that will serve as pre-award authority. So you can begin to kick off your projects and begin to incur costs at that point. Two items there also from statute, no applicant may receive more than 10% of the total amount made available, and a minimum of 10% must be allocated to rural projects. So the previous competition. So we'll briefly go over the FY17 award that have been announced. This will be a brief overview of the prior two years. So in FY16, FTA received 284 eligible projects, requesting a little over \$1.64 billion worth of 5339(b) funding. And 61 projects were funded for a total of about \$211 million. In FY17 or last year in the first year under this current name of the program, we received 453 eligible projects. Totaling a little over \$2 billion worth of requests, and FTA was able to fund 139 projects totaling a little over 246.5 million. For some that may have seen the NOFO last year, that was more than what was initially announced there in the FY17 announcement, and that was as the NOFO states that as funding becomes available prior to project selection, FTA may, if they choose to, use that funding for the current round. So with the continuing resolutions we were having last year, some funding was made available and FTA and leadership chose to use some of that funding in this go-around. But as I'm sure you all saw, even when that roughly 38 million used for the FY17 announcement, we still have a little over \$366 million to make available this year, so we're very excited about that. A few highlights from the 2017 competition. Of the 453 eligible projects, 263 of those received an overall rating of highly recommended, they're in the technical evaluation phase that we conduct here at FTA. So extremely, extremely well written and competitive projects and applications we received from all of you last year, which we appreciate, but it also means that you all want to take as a much time and effort as you can to put together a very competitive application this year, understanding with the amount of funding that we have available, versus what the request was last year, again we anticipate it will be extremely competitive. We awarded projects last year in 52 states and territories. And of the breakdown, 56% went to large urban entities, 23% went to small urban entities, and 21% went to rural applicants. When I make that note there, as you saw there in the previous slides, a minimum of 10% must go towards rural projects so last year, FTA went above and beyond that by awarding

21% of the overall amount of funds available to rural applicants. And the average award last year was slightly over \$1.9 million, with 63 of those 139 projects that I mentioned there receiving their full federal amount that they requested from FTA. So a little under half got their full amount that they were looking for. So let's talk about eligibility next. Eligible applicants are designated recipients that allocate funds to oh fixed route bus operators, state or local government entities that operate fixed route bus service, and Indian tribes. Rural applicants, rural areas, must submit as part of a consolidated application through their state, so we want to make sure you are coordinating at this point with your state agency that has been selected to submit the application on behalf of you. Most likely that will be your State Department of transportation. Eligible sub-recipients include all those otherwise eligible applicants that were listed above as well as private non-profit organizations engaged in public transportation. And if you have any particular eligibility questions on your organization, you may fall into a unique category, certainly feel free to email those to me directly and we can discuss how your agency is set up and if you are eligible. Eligible projects. So as we mentioned previously, replace, rehabilitate, purchase or lease buses, vans and related equipment. This can include maintenance and I.T. equipment. Also rehabilitate, purchase, construct or lease bus-related facilities. Costs, incidental to the acquisition of buses or construction of a facility, and they must be directly attributable to the project. Next is workforce development activities, and we actually have a section in the FAQs for the bus program on FTA's website that goes into detail on workforce development activities if you have any particular questions on that, we would encourage you to go through that listing to find if your activities are eligible. And then the last is training at the national transit institute. So a question that we get a lot, what is a bus facility? So under FTA's circular, there are 5100. FTA generally, generally, assists in building two kinds of facilities. So the first are your traditional maintenance garages and administrative buildings, that support transit operations. The second are facilities that provide passenger amenities and extend into the built environment. So this is bus terminals or rail terminals. Now the rail terminals must have bus connectivity to them. Stations, shelters and park-and-ride lots, as well as intermodal facilities that include both transit and intercity bus or rail service. Once again to reiterate, those rail service components must have bus nexus as well. Ineligible projects. So a few items to keep on your radar that cannot be included in the application. The first is operating expenses. So these are what you generally find under 53 receivables 07 or 5311. These cannot be included. Preventive maintenance costs. So if it is in general it would be normally funded as part of the overall upkeep of the vehicle are not eligible. Other expanded capital eligibility items. So this includes potentially security drills or the establishment of a debt service reserve. So these are some of your more unique items that traditionally fall under the term will capital here at FTA. Previous project expenses. So you'll want to make sure as you're outlining your project in your application that you address that no prior costs have been incurred on what you are applying for through this program. Mobility management. And then non-public transportation projects. So we get a lot of questions on unique situations out there that may have bus as part of the overall transportation network, but school buses, prisoner transport, intrafacility shuttles, and generally services not open to the general public are traditionally not eligible under this program. If you have any unique situations that may be out there, as always, please feel free to email me directly and we can

discuss your particular project idea. So cost sharing and matching. So this is what we would call the non-federal share. So projects selected under this opportunity are eligible for a maximum of 80% federal with 20% non-federal. However, through the clean air act and the Americans With Disabilities Act or ADA, eligible vehicles or vehicles, pardon me, are eligible for a maximum of 85% federal and 15% local will. Please keep in mind that your application must directly address how these vehicles will meet your requirements. Also, eligible costs directly related to vehicle equipment or facilities are eligible for a 90% federal and 10% local share. Also to reiterate, please be very specific in your applications if you are looking for this 90% federal for the clean air act or ADA eligible costs for facilities or equipment as only the facility improvement or the equipment directly attributable to these two areas of statute or at that match rate. The rest would fall at 80/20. And then any eligible sources of local share are listed in the notice. So if you have any particular questions, please refer back to the notice. So evaluation criteria. So there are six key evaluation criteria listed under section E of the notice. The first is demonstration of need. So a few key questions that you will want to consider, does your project meet and attempt to address in your narrative as well as through your substantiating support documents. How will the proposed project address an unmet need for capital investment? Unmet can certainly be defined in a number of different ways, but you will want to make sure that you look at your agency in particular and address that to your local need. How will the proposed project enhance the safety of the transit system? How will the proposed project improve connectivity of bus systems with other networks through the use of deployment-ready information technologies. Please keep in mind in particular, as noted in the NOFO, we're looking for how you will improve connectivity with other networks. So this may be built in transportation infrastructure either through a highway network or as many of you I'm sure are implementing or reading about, connected vehicles that are out there. So we're looking for connectivity with other networks. How will the application of one-time or periodic investment that cannot be regionally be funded by FTA formula program allocations and state or local resources. So this in particular, we're looking for how is this a one-time cost that is -- cannot be funded by those funds that you would normally get from FTA, so you want to address that. And then finally, what substantiating evidence can be provided to oh support these statements? So back to as I mentioned earlier on, the 263 highly recommended project that we received last year, outside of the narrative and the supplemental form that we'll go over, you want to make sure that you are differentiating yourselves as best you can from your fellow applicants, and so FTA -- we understand certainly that the narrative is a very large portion of what you'll be focusing on in the supplemental form but you also want to focus on how can you support what's written in that narrative with documents, studies, plans, any type of evidence you can provide to really set yourself above and beyond. The next is demonstration of benefit. So several questions you'll want to attempt to address there will be, how will the proposed project improve the condition of the transit system? And condition can certainly be defined in a number of different ways. You could be looking at the overall assets themselves, you could be looking at a your local communities. You want to make sure you discuss in as much detail as you can. Next, how will the proposed project improve the reliability of transit service? So that one is pretty self-explanatory. Anything you can do to demonstrate how these new assets or improved

assets or rehabilitated assets the will improve the overall operation of your transit service in your local area. And third, how will the proposed project enhance access and mobility? And once again, you'll see this time and again as we talk about the evaluation criteria, what substantiating evidence can we provide it to support these statements? So certainly as much information as you can provide to back up the narrative. Will help your case. Next is planning and local regional prioritization. Under this criteria, how is the proposed project consistent with local and regional long-range planning document? So in this, we could be looking at do you have a -- the tip and the stip, do you have a 20, 30, 40-year plan at your local or regional agency. What type of documents and support do you have at the local level where this project has been thought out, planned for and is ready to execute? How is the proposed project consistent with local governmental priority? So this could certainly be demonstrated in a number of different ways. From city councils to county commissioners to Mayors, local officials, non-profit agencies, you'll want to make sure that you address that. Next, what substantiating evidence can be provided to support these statements? So once again, what documentation can you attach to demonstrate that you are consistent with these local and regional plans and that you're consistent with local governmental priorities. A couple items of note, additional consideration will be given to letters of the court, and applicants may also address system, asset or specific performance measures tracked by the applicant. So if you as an agency have already developed performance measures that you are using to track how you are meeting these particular local prioritization or planning documents and the local governmental priorities, be sure it to include those. So you can show that you're being aggressive in getting out there ahead and tracking how these investments are impacting your future performance of your agency. The fourth item is local financial commitment. So under here, you'll want to address when will the local funds be fully secured? What is the source of the local share? And then what documentation can you provide to show that the fund have been or will be fully secured and what the source is of those local funds.

>> So Mark, as we're going through these evaluation criteria, we're holding the questions in general until the end but one did come to mind here, and that is, the question was, is there a template available. So I want to make sure that people understand that there is a standard form applications that has a separate area where you can respond to each of these criteria that we're stepping through at the moment. We'll have more on that in a few slides.

>> Excellent. Yes, thank you, definitely. And you'll hear us reference the supplemental form and that is what Adam is mentioning there, which we'll have some slides on that at the end. So our last two evaluation criteria, the fifth is project implementation strategy. So some key questions to address here, how soon can the proposed project be obligated? And by "obligated," we mean those funds are committed in TrAMS, FTA's grant-making system. Next, how complete is the proposed project timeline? So here we're looking for applicants to be as descriptive and detailed as possible in your project timeline. We may understand that your agency may have prior experience in the type of project you're looking to implement, but we still want to see that you have thought through all the steps that will be needed and any potential hurdles that your organization

may have in final implementation of the project. And that ties in with number three, how reasonable is a proposed project timeline. We want to make sure that while we at FTA appreciate and encourage you to be as aggressive as possible in implementing your project and that they are as shovel-ready, quote-unquote, as possible, we also want that timeline to be reasonable. So if there are items that need to be put into place that may take more time, please address those in your timeline because our review teams will look at those and they would much rather have it be a plausible timeline than in an overly aggressive timeline that they have serious concerns about if it can actually be implemented. Next, what environmental work has been done? So please, please, please address NEPA in your applications. Whether you feel that your application will qualify for a CE or if you have work that's already been done or underway and when you anticipate that work to be done. And then lastly, what procedural steps remain to project implementation? So here if you have anything that you may need after your project might be selected, so if you need additional board review and concurrence, any of those types of steps definitely address those in your application now so that we can work with you once, hopefully, your project is selected. Then the last evaluation criteria is technical, legal and financial capacity. So here what FTA is looking for is the do you have the know-how to carry out the proposed project. So if you have any open technical, legal or financial capacity issues that exist, these may be documented through any FTA oversight or if you have anything that's outstanding, please address those in this section and how you have resolved them or how you plan to resolve them and the timelines for it. Want to make sure you're being as open and transparent in this section as possible because it will certainly help in the overall rating under this section. All right. So, I want to address a key addition from the FY17 into the FY18 notice. Some of you may have seen this there in section F there in the notice that was released this year, the review and selection process. Some additional language added this year that I just want to go over verbally with all of you and we can certainly answer any questions you may have in the later Q & A session, the FTA administrator will consider the following key departmental objective: Supporting economic vitality at the national and regional level will, utilizing alternative funding sources and innovative financing models to attract non-federal sources of infrastructure investment, accounting for the life cycle costs of the project to promote the state of good repair, using innovative approaches to improve safety and expedite project delivery, and finally, holding grant recipients accountable for their performance and achieving specific measurable outcomes identified by the grant applicant. So overall these are fairly self explanatory, but if you're looking for further information on this, we would definitely encourage you to look at the administration's infrastructure investment proposal that came out last year that ties in with these departmental objectives here that are listed now in the notice. And certainly look at DOT and FTA's website as you can see, the secretary's emphasis on safety for all modes of transportation and how these particular departmental objectives may relate to your project.

>> I'd like to interject on this for a moment. These are new to the program as Mark had mentioned, but they're also not the -- they're not evaluation criteria in the sense that the evaluation criteria, we previously addressed, are where FTA will be scoring and rating and ranking applications. These are additional factors that this administration is looking

at as their key priorities that they would like to implement for the program. As a result, these are not necessarily going to be factors that influence the selection of projects under this program, however, the supplemental form does have a field where you can address whether and how your project addresses any or all of these factors. One that I think just speaking off the cuff here that might be appropriate for this program is the performance measurement. If you have a project that has performance measures where you can propose to track the performance and the impact of the proposed project, that might be something that this administration is looking to highlight. We can't tell you how to develop your project but we can tell you that things like that are generally good practices and will be considered when it comes time to sort through the projects after they're ranked.

>> Excellent point, Adam, and thank you for mentioning that. That's exactly -- as Adam mentioned while you'll see it's in section F, after the FTA technical review and evaluation phase that's really conducted with section E there in the notice. So exactly, and definitely hit home there on the performance measures. Want to make sure you guys can do your best to address those.

>> So a few application pitfalls. These are just some items of note that we've seen from this particular program from last year and other FTA and DOT programs, just to keep on your radar if you will. The first is ineligibility, of the applicants or the project. We certainly do not want to be in position where you put in your time and your effort into developing an application and you find out in the end that you are not an eligible applicant or that your project is not eligible. So definitely we would encourage you if you have questions, please contact me directly or your FTA regional office but use the notice as well, if you fall into one of those categories, you are eligible, so please proceed, same thing with your project. The next is the priorities or outcomes are not aligned with the criteria. So under those six evaluation criteria in section E we just got done going over, please be sure you're doing your best to tie your ratings specifically to that. We understand each project is unique so if you can't necessarily address a given particular question, please don't stretch it to the point to where our reviewers can note that it really isn't aligned with what we're asking for for that particular evaluation criteria. So focus on your project, focus on your project is helping your local transit system in your local or renal regional communities and address those as best you can. Third is lack of evidence substantiating the project outcome claims in the narrative. So this is exactly what we've been mentioning there in prior slides. We get a lot of very competitive applications and a lot of very well written narratives so opportunities for you to go above and beyond what is written in the narrative is that providing evidence and it can be in many forms. I know I get a lot of questions from folks on what that might look like. It's unique to each agency and each project, but anything you can do to provide that can only help your case. The fourth is not citing evidence in the narratives. One thing we get continually in these rounds of projects and with the number of applications that we get, we only have a very small amount of reviewers and review teams that are able to work on these projects. So you want to try to do as best you can to make it as easy as possible to follow what you are outlining in each of your criteria you're answering, and one we ask for the notice in folks is to cite the reference you're attaching in your of narrative. For example, if you're

discussing the local and regional planning and prioritization and you have attachments that may include those in support, please be sure to address the file name in that narrative so the reviewer knows exactly what document they should be addressing with your answer. If it's not particularly addressed in that narrative, there's a chance they may not review the right document for the answer you're attempting to give. Fifth is not providing the statutorily mandated match. This is crucial. As I mentioned, if you're looking at using less than the 80/20, if you're falling in the 85/15 or 90/10, you want to be as clear as you can about the particular aspects that you're asking for that lower federal share. You don't want to be in a position to where you submit an application and you only have 8% identified or 12% and you may need a larger federal share because not all of your project qualifies for the 90/10 threshold. So be sure you have enough local share. And then late submission. As I mentioned there, we had 453 eligible projects last year. We don't want to be in a position where everyone is trying to submit in the last minute. There is only so many folks that work in the Grants.gov help desk so as much as you can do to get those in ahead of time is greatly appreciated on all accounts so we can make sure you get your applications in. So the application submission process, so we'll just go over this very briefly. I believe most of you that are in the webinar probably have some familiarity with Grants.gov. The Federal Register link is here, for those that might not have seen the NOFO. You can also find additional information on the application on the FTA's website there for the bus program and that link is there. And as I mentioned there in the chat pod earlier on, we will have the slides for download when we transition to the Q & A module, so if you're looking for these slides, we will have them available before this webinar concludes. And then the last piece here is definitely to note your application must include three things at a minimum. It must have the SF-424, the application for federal assistance, it must have the supplemental form, and then any supporting documentation you would like to include and attachments, make sure you include it. And then just to reiterate, applications must be submitted through grants.gov by 11:59 p.m. eastern time on August 6TH, 2018. Late applications may not be accepted. So Grants.gov registration, here is this snipPET of the main page for Grants.gov. If you have not already, please make sure you go in and register in Grants.gov your organization and make sure all your users are up to date and are the designated individual that can submit grant applications on your agency's behave. If you haven't done that yet, I would encourage you, please do that before you leave work today. Next slide here, this is just a clipping of an example of an SF-424. So as Adam mentioned, these are one of the two documents that we'll need here. Supplemental form which we're going to go over in a second as well as the SF-424. In essence, this is your general cover sheet so you want to make sure that you have all of your identifying information correct on this sheet as well as the amount of federal funds you are requesting. We've had several instances in the past where folks that had different amounts listed on the SF-424 versus supplemental form, and at that point it's on our reviewers to try to determine what is the actual federal amount you're requesting for this program. So please have attention to detail here and make sure the amount in the SF-424 and your supplemental form match. And lastly, here is just a clipping of the supplemental form of what that looks like. So hopefully you all have seen this. If you haven't, it is available for download there in Grants.gov when you start your application. As well as on the FTA's website with the bus program on the right side. And that has all

the information we've been addressing here on the webinar this afternoon. So last couple items of note. So what are some keys for success as you and your organization work to craft your application to submit? The first is follow the NOFO. As Adam mentioned, that notice of funding opportunity has all of the information that FTA will be reviewing there in our technical evaluation phase, as well as items that the administration will be looking for when making final selection of projects. So please maybe sure that you tie your answers back to the notice and review that notice in full detail. The second piece is qualitative and quantitative information. So I always remind folks that the reviewers that will be looking at your application probably are not from your state and are probably not even from your region so they will not be familiar necessarily with your local situation, so you want to make sure that you're being as descriptive as possible both in your narrative and your words as well as numbers. Number anything you can do to demonstrate how your project will have a significant impact on your local area through both of those methods certainly help your application in the end. Third is to provide evidence to support your statement. The fourth is, where have you been, where are you now, and where would you like to go? So when you're discussing your project, something to keep in mind that FTA is looking for is where are you been, where is your organization, where have you been to get to the certain point you're asking for your financial ask? Where are you now? So oh what is the current state of your organization or your transit agency with your state of good repair or other transportation needs, and then finally, where would you like to go? So where will this federal investment and partnership take you into the future and how will it help to either expand, grow, improve your transit agency or your public transportation in your local or regional area. And then the fourth bullet coming back to those performance measures again as we referenced, how will you judge success? So how will your agency, upon receipt of these funds and implementation of the project, so once it's complete, built, bought, how will you judge whether it was successful? so with that, folks, we'll be ready to submit your application there in Grants.gov. So here is my contact information. I think most of you have it there as well in the notice. As I mentioned, there will be switching over right now to the larger Q & A chat pod which you will be able to download these slides at that point so you'll have my phone number, email as well as the website for the bus NOFO, it will have all the FAQs, et cetera, that you can go through and review as you're crafting your application. So with that, we'll go ahead and transition over. You can see there in the bottom left-hand corner is the slides, they're in a PDF format for you all to be able to download. And at this point, we'll go on our Q & A session so I'll turn it over to Adam who will be moderating the questions and we'll get started.

>> All right, Mark. Thank you very much. I'll take the sort of prerogative I have of being the questioner and asking the first question myself. I'm aware that the process for submitting has changed this year. No longer is there an add project in the supplemental form. Nor, I think, can people submit multiple supplemental forms under a single SF-424. Can you describe how that process has changed?

>> You bet, and that's a great point, Adam. I want to make sure this is as clear for folks out there considering how they want to package their project or projects together. So we do not have the "add project" button anymore at the bottom of the supplemental form.

We were experiencing a number of opportunities to where folks would combine projects or they would have projects in their submittal that they would have various attachments that would basically get lost in the overall submittal process. So in an effort to streamline the submittal process and to make sure all attachments are received, FTA is now asking folks to submit with one SF-424 -- if it meets your needs to package your projects together in one supplemental form and submit that with one SF-424. Now I do tell folks that in that format, your one supplemental form will be scored and reviewed as one singular project. If for whatever reason your organization would like to submit multiple supplemental forms for multiple projects, you will need to submit a separate SF-424 and a separate supplemental form for each of the projects that you would wish to have reviewed separately.

>> Mark, is this process the same for states? You referenced a consolidated submission by the state. Does that mean that they need to combine every single one of their subprojects into a single supplemental form or do they also have the option of submitting multiple applications?

>> Great question, Adam. In the NOFO, we highly, highly encourage state DOTs to submit a consolidated state application. As we saw last year in making the awards, this does provide flexibility for state DOTs that may not have prioritized their projects and their application to use funding that is awarded and fund those projects that might be the most shovel-ready within your overall consolidated application that you will submit. But if for whatever reason there is a situation out there where you may wish to submit two consolidated applications to the state DOT -- but we would encourage you to submit one SF-424 and one supplemental form. So the state would choose or would they rather FTA make that decision? I think it's likely the former.

>> That's exactly it. We want to make sure that we are pushing decision-making as best we can down to the local level and this is another opportunity for us to do that.

>> All right. Moving to the questions, I'm going to go from the beginning, so I see people are asking more questions and we will get to those as we can, but first off, again in the submission process, can an FTA sub-recipient submit a project application on their own or does the director submit the need on their behalf? I think that goes back to eligibility.

>> It does. So if you are an eligible applicant, not sure about the particular relationship that your entity is with FTA, but if you fit within the eligible applicants, then you would be able to apply directly. However, if you are not an eligible applicant, so for example as you mentioned with rural projects in particular, you would need to submit either through your state DOT or through an eligible applicant, so please, please be sure that you look at applicant eligibility because that is the critical component, not whether you are a subrecipient of a particular entity or agency.

>> So if I'm a subrecipient then, it would probably behoove me to select my project -- and then I can still work with my directors to process the award?

>> Yes, if you are an eligible applicant, exactly.

>> All right. So the next question has to do with tribes and rural. Are tribes considered rural projects?

>> So once again they're looking at the supplemental form. We actually ask for the location, so a tribe would not necessarily automatically be considered a rural applicant or project. There's a different radial dial set on the supplemental form for you to identify your project. So you would be identified as an applicant, so for your eligibility, you would be eligible as a tribe and you can certainly check the radio dial but we have -- you would have the opportunity to check that button if your project fell in that jurisdiction.

>> Okay. Another eligibility question. Somebody asked to elaborate more on mobility management. I know that doesn't fit traditionally in some of these capital programs. Is that eligible under this?

>> So mobility management would not be eligible. As you mentioned there. Traditionally under some other formula program, they can sometimes be eligible for the capital match rate so it falls into that category but it is not -- we are strictly looking for what you would, quote-unquote, identify as traditional --

>> How about paratransit agencies, is paratransit considered a bus project under this program?

>> Great question. Paratransit projects would be eligible. However, I always remind folks that the applicants must be an eligible applicant. So you'll see there in some of the applicant eligibility items, their fixed route is mentioned. So if your agency only operates, demands response or is the paratransit operator for that area, you want to make sure you either partner with an eligible applicant or your project, which could be paratransit facility, vehicles, and those would be eligible projects.

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>> So that's a quirk in the law that requires this program only to be awarded to fixed route operators but it doesn't restrict projects to fixed route projects.

>> Exactly.

>> Okay. A few more questions. Charging infrastructure for electric vehicles, can canopies -- are there any other restrictions?

>> I can definitely see there's a lot of questions out there. We get a lot of these on unique aspects of bus facilities. All of these would be eligible. So canopies, I know someone mentioned it sounded like solar panels has been brought up. Now, I must caution folks that when you're making these type of unique bus facility investments, the investment must be related to bus operations. So for example, back to the solar panel

example, if you're installing solar panels on top of your maintenance facility and you're looking to sell the power and you're not going to be using that to charge, for example, maybe your electric buses, that would not be eligible because that would not be a bus-related investment. However, if it's bus related, then it would be eligible.

>> How about planning projects?

>> Planning projects are not the eligible.

>> All right. So moving on to local match, what are we looking for in terms of the availability of local match? One of the questions here asked if we need the match to be available now or simply programs out, I'm thinking of projects that will incur costs over a five-year period, are we looking for them to have the cash in the account now? How will we evaluate that?

>> That's a great question, Adam. We evaluate really on a case-by-case basis. Certainly our reviewers will take into consideration the type of project you're looking to implement and a timeline certainly that you're looking to implement. So if you're going for a large scale facility construction or a multiyear bus procurement, we would certainly take that into account. But we also would encourage you to do everything you can to show that that project is, quote-unquote, as shovel-ready as possible. We want to make sure and we do look for that there are limited or if any procedural hurdles that may still be out in front of the project that may impede its overall success. So certainly the securing of those local funds as best you can definitely demonstrate that once FTA makes that award, your project can get off to the races right away and it may not be a situation where six months down the line, we find out that the local funds actually were not available and then the project is lingering for months or years on end.

>> And again for local match, are transportation development credits or the former toll credit eligible?

>> Yes. So they are eligible. I want to remind folks, there are two unique aspects of those. First, those are not actual any cash quote-unquote being contributed to the project. So you'll want to make sure that if you're going to use TDC that you request the full amount that you will need from FTA to implement the project. So that's just to be sure when you're calculating your math for how much you're going to request, that you do keep that in mind. The second piece is that TDCs must be included in your application, they do outline retro accrual of TDCs is generally not allowed. So make sure you have all your ducks lined in a row, that you have all your documentation in place, because if you do proceed without those, you will not be able to go back retroactively and add those to a project.

>> And I think you may have mentioned about but of course with TDCs, make sure you're requesting the federal amount to cover 100% of the project. Oftentimes an applicant will take the total project cost, include 80% of that as the federal request and 20% with CDCs and when they receive their award, they find themselves short. So the

question is the amount of funding you would need at 100% if you're using TDCs.

>> Exactly. No one wants a bus with three wheels. Any other questions on local match? I'd encourage you to contact Mark. This is an area where people are frequently tripped up in terms of what is eligible and what is not, can other government programs, whether state, federal, local, are counted as local match, please get right in touch with us and we'll give you direct guidance. A couple of questions moving away from the application process itself. Can they download the presentation? That's available right here, right?

>> Yes, in the bottom left-hand corner, there you'll see the webinar, that is there for everyone to download.

>> And the application forms, where can they be found?

>> The application forms. We do have the supplemental form available on F T's A's website but I would encourage everyone to go to grants.gov website and begin that process now. The forms are both in there, and that will also ensure that you have all of your access already available for Grants.gov so that you're not experiencing any technical issues there at the last minute when going to submit. So it is available in two places, but I would highly encourage folks to get it through Grants.gov.

>> So we're asking for a lot of documentation, in particular, to support financial commitment, local and regional planning. Do we want the applicants to submit all of their documents, 600-page plans, can they provide a link to these? How would you like that handled?

>> Excellent, excellent question. As I referenced earlier, we have a limited number of FTA reviewer during this process, and judging by last year with 453 applications, we anticipate we'll have high demand this year as well. So we would encourage folks as best you can, this comes back to what I referenced earlier, referencing in your narrative what attachment you would like the reviewers to look at the. Please only include if it makes sense the excerpts from those documents you're looking to use as your substantiating evidence. If you have a 400-page plan in your local area and only asking us to look at page 72 -- regarding links, we are actually through our process, we do not look at outreferences. So the reviewers for FTA in that technical review phase that I mentioned, they can only look at documentation that is required in the Grants.gov submittal. So please be aware that you can include links to maybe your agency's website or a Dropbox drive or anything like that out there, that also comes into play when it comes to the report. So do your best to get all those letters of support in to your agency and packaged together with your official submittal because if they come in outside of the Grants.gov process, they will not be include with your overall application packet that the reviewers will be looking at.

>> So please don't mail them to us.

>> Exactly. Please don't mail them to us.

>> Making too sharp of a pivot here with the next question but Mark, how would you like them to handle congressional support letters?

>> Please, please, please include those in your application.

>> Congressional support can be mailed directly to FTA .

>> That comes back to how you would like to address particular letters of support. Thank you, Adam. So if a letter of support does not require an official response from the Department of Transportation, you can have those addressed directly to myself as the Program Manager. If your agent or entity or in this case the congressional office is looking for official response, you can either -- please address those either to acting administrator Williams or in the case of congressional letters, those can also be addressed to the secretary, secretary CHAO as well. Congressional letters traditionally end up being mailed directly here to the Department of Transportation, so those do fall under somewhat different categories, letters from state legislators, governors, Mayors, city council, et cetera, make sure they're included in your application.

>> This was a question about the renovation date in the facility section of the supplemental form, and it was what renovation date should we use. And the particular question is, we would like to repave the entire lot for our bus parking facility but we only just recently did the sidewalks. Should we list the day we did the sidewalks?

>> So that's a great question, and what we're looking for here in particular is really facility overhauls or major facility renovations. So if the facility has had any work done traditionally through federal dollars that would have expected the useful life of the facility. So what might tack -- if you've replaced the sidewalks and now you're going to be looking at repaving the parking lot, the sidewalk pavement would not be something that would need to be addressed under the renovation day because it was not anything that would be add to the facility.

>> How are we for time?

>> We have until 3:30.

>> We have a number of more questions so we will keep moving through these as quickly as we can. Here's a good question. How are the evaluation criteria scored and which criteria gets more weight? Now I think we already talked about how they're rated. But do we weight any of these as more important than any others?

>> We do not. There is not a weighting for those six individual criteria there under schedule E.

>> There's a few questions on I.T. equipment so I'll bundle this together. What count is I.T. equipment? AVL systems, passenger counters, dispatch software?

>> All of the above. Really, and certainly the I.T. world is ever changing. Even from year to year when we have these types of competitive programs. But we would encourage folks to -- as a rule of thumb, if the I.T. equipment is directly bus-related or bus facility-related, generally you can look at it being eligible. If you have unique situations of technology on cutting edge that you're looking to apply for, you can certainly email those to me and we can look at the eligibility of that particular item, but yes, anything from passenger counters, charging infrastructure, dispatching software, et cetera, anything that may be in the vehicle itself. We talk about deploying connective deck nologs, almost directly mentioned in the notice. I know there's turning signals now sensory technology that goes with that, so any of that would be eligible.

>> All right. I know we spoke earlier about the option for states to submit a single consolidated proposal versus submitting multiples but for a regular participant, is there a limit on the number of projects you can submit? ?

>> There is not a limit on the number of projects you can submit. Certainly you will want to keep in mind, however, depending on how the evaluation process goes, that the more are that you condense your projects down into smaller chunks, you may not have the flexibility when an award is made in your agency to use those funds between two different projects. For example, in FY17, there were several agencies that had two projects that were deemed and were awarded funding but the funding was not what the entity had requested for the maximum amount between their two projects. Because they had structured their application in a way they were able to use the funds between the two applications, so keep that in mind if you do choose to submit multiple projects versus trying to bundle those together in one supplemental.

>> So getting to FY17 competition which you just mentioned, you may not be able to answer this but if a project was awarded funding for the FY17 competition, would that make that agency ineligible to apply in FY18?

>> So it would not make the agency ineligible to apply. There's also, if you'll look in there in the notice, there are certain items and I know some folks talked to me after last year's competition. There are state nments notice that say FTA may prioritize and FTA may consider. One of those statements is that FTA may consider recipients of prior discretionary awards. And so that certainly is something that will be up to leadership when making the final decision. As we mentioned, this is a competitive process so there are a number of aspects that go into a final scenario of development so that could be one taken into consideration or it may not be. It's certainly not something that will be looked at once all the applications are in and realistically the lay of the land can be determined about how competitive the applications are this year, what's the overall request, and then what areas of focus leadership will be looking to emphasize this year.

>> Right. So we cannot predict at this point if some of these non-evaluative factors will come into play in the decision-making process. Historically they have. Historically agencies that have received frequent or recent funding through this or similar programs

might not have many years in a row of receiving that funding, but we can't say that that's necessarily going to be the case and if you don't submit you don't have a chance, then you do know your answer, so we would encourage you to apply.

>> Exactly. And also just to piggy back on that, that also is, as Adam mentioned earlier, that section F information there, the departmental objectives will be considered, so that's another example to where we can't necessarily say what will not be considered but just as Adam said, if you don't submit or you don't address those, you won't be in the running.

>> So for construction projects, we know the construction projects often take multiple years and have total project costs that are in excess of what can reasonably be expected under this program. Are we still encouraging applicants to submit for a phased proposal of a facility project?

>> So that is really up to the agency. I can't speak for your particular situation and what you're proposing. You will want to make sure to make your project as competitive as possible, and whatever that looks like for the type of facility that you're looking to build, can't really say whether we would encourage to you do a phase or not, but 10% maximum cap that each applicant can receive this go-around so that will really give you an idea of the top amount that we could potentially award this year. Certainly the administration is looking for local support in those projects, so if you will need to have a phased approach in that, you will want to address that in your application and also address what your overall funding plan is for that multi-phased approach.

>> We do look for independent utility, right?

>> Yes.

>> We would not like to fund a project that leaves a hole in the ground.

>> Exactly.

>> So if you're going to phase your project, phase it in phases where each phase has some benefit for the agency. Otherwise, we would not recommend you phase it, we would recommend you look for a portion of funding, relatively smaller percentage of the overall project funding but that project funding in your application. Will the transcript be made available? That will be a long stage play here between Mark and myself, but yes, the transcript is available. Is there a minimum project amount?

>> There is not a minimum project amount. Somewhat different for those who may be considering the build program this year which had a minimum amount of five million for urban and a million for rural. The bus program here does not have a minimum amount, only a maximum amount.

>> There's a comment that the Grants.gov work space does not have the SF-424

budget breakout. If we include a budget in the supplemental sections, what format should we provide? I think the answer is that the budget is in the supplemental form. The supplemental form has a section that is the budget that we're looking for. Do you have a separate more detailed budget, I would include that as an attachment. Other federal programs may use a standard budget breakout sheet associated with the 424. We are not using that, we are using simply the information in the supplemental form. Hope you don't mind me answering that.

>> That was spot on. Appreciate it.

>> In a consolidated state submission, does each rural provider need to be registered with grants.?

>> They do not. The state DOT will be receipt of those funds, so it will be your traditional sub-recipient relationship with those entities.

>> So many transit projects have environmental benefits. They reduce emissions, they carry more people, they get cars off the road. Are we considering those environmental benefits as local government priorities or will they be otherwise considered positive in terms of scoring the applications?

>> So certainly that is a benefit of a large number of public transit projects that FTA is a partner with across the country. You will want to use that information that you have and as best you can, tie it to the specific evaluation criteria that's listed there under section E of the notice. So I don't want to necessarily say where you might find the best place to put those particular benefits, but look certainly at those six that are listed there, demonstration of need, demonstration of benefit, local financial -- or local and regional prioritization planning, local financial commitment, technical/legal financial capacity and see where best fits the type of benefit that your project is looking to capture and answer accordingly.

>> I think it does bear repeating, if it is in the NOFO, we are looking for it. If it is not in the NOFO, we cannot consider it.

>> Exactly.

>> Many small urban agencies receive funding suballocated by the state. Sometimes by formula, sometimes on a discretionary basis. Can these small urban agencies submit directly to FTA or do they need to be submitted by the state?

>> So they can, as long once again to reiterate, as long as they are an eligible applicant otherwise. So if you are an eligible applicant and a small urban entity falls into the criteria we mentioned, you could submit directly to FTA.

>> There's a question, I'm going to read this one verbatim. I know it was mentioned earlier that funds cannot have been allocated and spent prior to submission. So past

recipients who have been awarded, are we all starting at the same point level? I think we have two concepts being mixed there. The one is about pre-award authority and the other is about prior awards. Prior awards affects your likelihood to receive a separate grant. Pre-award authority is different, that you cannot request competitive funding or something for which you have already spent money. If you have are completed a procurement, placed an order and committed funds oh a bus delivery, that would be ineligible for funding under this program under the expectation that that has already been funded by yourself, so you would not the have issued a bus procurement and placed the order absent the funding. I'm going to scroll down because we've answered some of these questions as we go. Can a direct recipient submit an application? Yes, direct recipients can submit an application. Designated recipients do not the have to submit on your behalf if you are an eligible applicant in an urban area. If we would apply for a lease situation for a facility, could we then apply in the future to purchase that building with updates and remodel as needed?

>> Yes. Leasing a facility is not mutually exclusive that at a later date you could not purchase the facility.

>> For the program overall, any funding awarded to recipients in this program, 10% must be allocated to rural projects. And I think that that -- allow me to interpret the this, 10% of this program must be awarded by FTA to rural projects. Recipients of funding to this program do not need to allocate funds to rural projects. Even if you're a state DOT and decide to apply on behalf of an urban or small urban operator, you are not under any obligation to fund a rural project that is FTA's requirement in the the election of projects phase.

>> Exactly. And I will mention as well to piggy back on that, Adam, that if for projects and for applicants that may have submitted under the low and no emission program program under this go-around, keep in mind we are aware that funding announcements will most likely not be made until after the bus application period closes so just similar to how that 10% minimum 10% of rural projects would be awarded, and that is on FTA, FTA will also be cross-checking awards between the low and no emission program and the bus program this year to make sure that they are not, quote-unquote, double-funded. So it will not be on the particular applicant to be concerned that you might get double your award that you were looking for.

>> Facilities project and land. So for facilities project, would it be preferred that the agency owns the land before applying for funding? If the agency has already purchased the land, would that then count as their local match? How does that work?

>> So two parts, or two questions. The first with land, that would really come back to the procedural hurdles, in particular project implementation strategy. So if you do not have the land already secured, you would want to address what steps are still needed to get that land secured and what the timeline would be to get that land in place. Land is potentially eligible as part of a larger construction project out of this program, so if you're asking for land as part of your overall cost, that would certainly touch upon that. But as

much detail as possible because that's a pretty large hurdle when it comes to land acquisition. Regarding land purchase. Traditionally that would not be eligible but that depends on how the land would be procured. If the land was procured by a third party, it will be in kind to the agency. That may potentially be eligible to the situation, but traditionally costs that are incurred prior to the application in that pre-award will not be eligible. So if you have any direct questions on land, unique situations, feel free to send those to me directly. We can look at those and work with our staff here in D.C. that specialize in real estate, if it's really unique and we can do our best to work with you.

>> All right. You had mentioned earlier the planning studies are not eligible. Are feasibility studies for a transit center allowed or are those also planning studies?

>> Those would also be considered planning studies and not eligible.

>> In terms of eligible applicants. Are university bus systems allowed as eligible applicants if they're open to the public?

>> If they are open to the public. So that is a key differentiating factor. Some universities have transit systems that are only open to their students and maybe faculty. Those would not be eligible, not considered public transportation. However, if your university has a larger public transit system that maybe connects to the surrounding community there and can pick up general public folks, that would be eligible and you would be an eligible applicant.

>> I think you already said that subrecipients that are not applying directly to FTA do not need to register in Grants.gov?

>> Correct.

>> Okay. So for a bus facility, you mentioned the 90/10 funding, can you give an example of what would be eligible for 90/10 funding?

>> Certainly. So for example, if you have an administrative facility and you are looking at taking out the stairs, for example, for entrance and exit to that facility and putting in a ramp that would meet ADA requirements, the construction of that ramp would be eligible for 90/10 funding. That's another great example to where if you were doing a larger facility overhaul and you were maybe replacing the roof, that roof replacement would not be eligible for 90/10, only the ramp installations there that would meet the ADA components, very similar to clean air act, same thing for different types of equipment that could be installed at a maintenance facility, for example.

>> Okay. For capital expenses for facility, construction is obviously a capital expense. How about design and engineering of a capital project?

>> So design and engineering, if it is part of a larger application that included construction, would be eligible under this program. However, design engineering on its

own would not be eligible, so it would need to be grouped together as part of a larger construction project that would be applying for under this program.

>> Question about anticipated award amounts. We have more funding available in this program this year than we have in previous years. Would it be reasonable to expect that FTA will award larger single awards or have an overall larger average award amount?

>> So back to just as Adam mentioned earlier, these are things that unfortunately we just don't know and we can't comment on. We won't be in that decision-making process at that point so unfortunately I'd love to give more clarity for folks but I can't at this point. Like I said, the only piece in statute is that minimum of 10% of that 366 must go to rural projects and no more than 10% of that 366 can go towards a single applicant.

>> We have two questions I'm going to combine on the age and condition of buses, bus fleets, related equipment and facilities. The first is, what would we like to see in terms of documentation for replacement projects? And the second question is, are new construction or fleet expansion projects, therefore, at a disadvantage?

>> So both are great questions. The first one I'll take in regards to documentation. So once again, there is a number of documents that could be out there that an applicant could include when it comes to replacement vehicle projects. Certainly we've seen everything from fleet maintenance plans, fleet replacement plans, we've seen receipts of increased cost of maintenance on those vehicles, because they are no longer in a state of good repair, any number of those types of documents or anything out there that shows your case. Some folks included pictures as part of their attachments there showing the condition of the vehicle. If you have, for example, a condition assessment plan that you use to identify the condition of the vehicle that you've referenced in your application, that may be something that you would want to include. So anything like that would certainly be eligible. Regarding expansion projects, those are not at any more of a disadvantage than any other project when applying for. You will just want to keep in mind how your expansion project will meet all of those items that are listed there in the notice. And certainly expansion projects can also have an effect on age and condition of vehicles and facilities as well. So certainly you can tie those together depending on how you plan on setting up your project.

>> Mark, you mentioned that particular -- each particular project needs to have a relationship with bus operations. They're talking about a district-wide roof repair project that includes six roofs belonging to the transit agency presumably that need to be repaired, they're listed in their plan, they're in immediate need. Is this an eligible project? They are roofs, not necessarily part of the bus operation, but presumably if the transit agency is a bus operator, would these roofs be eligible?

>> Yes, the roofs would be eligible. Now it sounds like your agency might be part of a larger municipality or a county government structure, so if that facility that you're looking for or any of those six are mixed use, maybe it's a city building you might be a part of, then you would have to look at basically incidental use and how that would work so that

the entire roof costs would not be eligible in that instance. But if you're looking to replace the entire roof on your maintenance facility for the transit agency, that would be eligible under this particular program.

>> There was a question about the 85/15 and 90/10 matching funds. 85/15 is specifically for vehicles, right?

>> Yes, that's your rule of thumb. 85/15 is vehicle-specific, 90/10 is facility or -- specific.

>> Okay. We have a question from a state entity that says they will be submitting one SF-424 -- where there are spaces for 15 attachment. In which I could submit supplemental forms from our subrecipients within the state. Would that be all right? As I mentioned, I'm a state recipient and will be submitting one supplemental form. Well, I'll answer that. It sounds to me from the question itself that you're submitting one supplemental form that you wish to attach multiple supplemental forms to, which means that you're submitting multiple supplemental forms, which in our experience means that you're at a large risk of having your application mishandled if you have forms attached to forms attached to forms. For that reason, we are requiring that each applicant for each SF-424 submission or work space submission, every time you hit the button "submit," that contains one SF-424 and one FTA form. If you have multiple projects you would like rated separately you may do that twice. If you would like to combine multiple projects, combine them in your writeups for the project and hit "submit" once. How will they get the transcript of this?

>> The transcript of this should be available on the website here in about three to five days. We will have the recording as well. That, we posted last year on our website. We didn't have any requests actually for the transcript last year, but it sounds like some folks are asking for the transcript as well, so we can definitely include that this year as well. It will come in a PDF document just as Adam mentioned there with our back and forth. For everyone's reading pleasure.

>> Someone is mentioning that the supplemental form has a button for designated recipient but it does not have a button for direct recipient.

>> That's correct. Under statute, direct recipient is not called out for the 5339(b) program. So if you are a direct recipient that does not fall under any of those particular categories, you will want to talk to us and make sure that you fit under any of those particular eligible categories. So that was something that was written in the law there. We traditionally have a lot of direct recipients to apply but if you have any questions regarding that that you don't fit under those, the only way to apply is a direct reach out to us and we can talk about that.

>> The other categories are operator of fixed route bus, right?

>> Exactly.

>> So many of those operators of fixed route bus systems are recipients. We mean you receive grants directly from FTA. However, just because you might receive a section 5307 grant directly from FTA, that doesn't mean you're an eligible fixed bus route operator. But again, if you have questions, please contact us. Mark, this question, I think, can best be handled by yourself. In a transit agency submit the same project to both build and the bus program.

>> Yes, the transit agency can certainly submit the same project to build as well as bus. Just want to reiterate that the application format between the two programs is very different. So please be sure that you don't just do a straight copy and paste from your 30-page narrative, make sure you tailor it to each individual program. And yes, we do coordinate through those two programs through myself to make sure that those projects aren't double funded.

>> I'm reading through because we're running short on time, I want to make sure we don't miss any questions that are new. Parking structure eligible if it's serving both the rail and bus routes?

>> So parking structures, if they're serving both routes, have the potential to be eligible. Generally you'll want to look at the overall use that you'll be applying for and those are usually a case-by-case basis depending on what you're looking for. If they're traditionally eligible under 07, you'll probably be eligible but I don't want to make a blanket statement that parking structures are eligible.

>> Are there word count limits in the supplemental form?

>> Yes, there are word count limits. I believe it's about 4,000 characters, or so? There is a word count limit.

>> And we do appreciate brevity in the supplemental form. We will review the attachments, but we do appreciate the opportunity to provide a con summary of your application in many of these fieldz. Is there additional consideration for projects that commit to greater than 20% local match?

>> So that's another great question. As Adam mentioned there, all under that section F there, when looking at the departmental objectives, that's not something that we can necessarily confirm at this point, so certainly the administration is looking for folks to put together their local share and local commitment, whatever that may be and however that may look. You have your minimum local share amount that must be met, but that will be an agency by agency case of whatever you think works best for your project and whatever you think will be most competitive.

>> You mentioned that an agency needs to be a fixed route bus operator. What if an agency operates a bus facility, say a transfer station, but doesn't run buses themselves? Are they an eligible applicant?

>> So they would not be an eligible applicant. Whatever entity is using your facility it to operate those fixed route buses will be eligible and you can certainly look to partner with them. We have a number of instances where transit agencies or vice versa cities may apply on behalf of a transit agency or transit agency on behalf of a city for a joint project like that. So certainly work with whatever entity you partner with that's using that facility.

>> Okay. And I just want to say, for all of these questions, we are providing answers to the best of our knowledge based on the program requirement. If you believe your individual agency or your individual project has some specific scenario or situation that we are not fully addressing, please do reach out to us. We understand that we may not be giving the most tailored advice in this kind of a format and we would like to make sure that you get the answers that you need. Now I think that we have covered pretty much all of the questions that have arrived in the chat pod. If we have not answered your specific question, it's either because we have already answered it earlier in this discussion, we would be happy to repeat that to you if you would like to reach out to us directly, or it's because the question is likely very, very specific to your agency and we would like to know more in order to provide an accurate answer. So Mark, with that, is there anything else you'd like to say before we close out webinar?

>> No, I want to thank both Adam and Doug for their assistance here today. I think we had well over 400 participants that we got here this afternoon, so I want to thank everyone for participating, and your interest in applying for the program. Just to ECHO what Adam mentioned there, we are certainly here to do everything we can to assist with your submittal of your projects and really your overall success. With \$366 million, we have the opportunity this year to really make a large impact across the country, so we want to make sure that you are submitting the best projects that you can, so definitely if you have questions, reach out to us, we'll do our best to address those for your specific situation and if we don't have the answer, we'll certainly track down the person that can help us out with that.

So with that, once again, just remind folks, please don't wait until the last minute to submit. Anything you can do before August 6TH to get those applications in Grants.gov will make us all sleep a little bit better, and with that, I want to thank you all, and that's it.

>> All right. Appreciate it.

>> Everyone have a good rest of your day. Thank you.