Hello, my name is Jacarl Melton and I am the Travel Transit program manager here at the Federal Transit Administration. Today I'll be discussing the tribal transit competitive program, which had its notice of funding opportunity published on May 27th. This presentation was originally given live,
online on June 29th,

but unfortunately we're unable to capture recording of that particular presentation,

so a couple days after the fact,

we are recording the presentation utilizing the same slides that

were in the original presentation.

In addition to a few slides at the very end addressing some questions
that came up during the course of the live conversation that I felt were really germane to the topic at hand, and I wanted to just discuss.

The answers that we provided in the course of the original conversation for this record at one.

So if you are in need of the presentation that was presented on June 29th,
either because you were in it and want a reference, or if you missed it and want to get the information,

this presentation will provide everything that you need.

So we have a few agenda items for today's conversation.

Will be looking at the federal
transit ministrations objectives as it pertains to the Travel transit program will be giving a brief history of the Travel Transit program. Then we'll be moving into who or what tribes are eligible for the application process. Also, what projects are eligible for this particular competitive program?
Will also discuss.

What the evaluation criteria are for applications?

So discussing what exactly the people who will be evaluating the applications are looking for when they receive and reading over your application finally,

will be giving a very brief
overview of grants.gov, which is a system that you will utilize to upload all of your grant information and application.

I hope you enjoy that brief video that was put together by our communication staff.

Here, the Federal Transit administration. I really enjoy showing that video, in part because I think it's really...
great in capsulation about what the tribal transit program is all about.

We're here to help provide transportation to tribal communities and in a broader sense, the our rural populations.

And here you are today.

To learn about how exactly you can bring these types of services to your particular communities.
So just falling in line with that video, let's discuss briefly about what exactly the Federal Transit administration's objectives are with the tribal transit program.

So the tribal transit program and it's competitive awards help FTA pursue its objectives by providing timely and efficient investment.
in public transportation.

Of this also supports the president's build back better initiative to mobilize American ingenuity to build a modern infrastructure and inequitable clean energy future. Then, also, it falls very much in line with advancing the goals.
Of President Biden's January 20th of 2021.

Executive order on advancing racial equity and support for underserved communities through the federal government.

If you're not familiar with this particular executive order, if you've downloaded the presentation, you can actually click on the hyper link and it will take you right to
the executive order, but briefly,

the executive order itself deals with the allocating and federal resources to advance.

That's the objective that federal agencies have been charged with by the Biden administration.

To make sure that federal resources
get out to people who need it most.

Also, with that,

we're working to engage with members of underserved communities.

With the directives that we saw in the previous slide from both the

Federal Transit Administration itself as well as the Biden administration,

we did launch our notice of funding
opportunity on May 27th that was published in the Federal Register.

If you're here or you're listening to this presentation, you're probably well aware of that.

Another important date to think of and keep in mind as we move forward with the NOFO and as you get ready to submit your application.
If you haven't already, those applications are going to be due on August 25th. This year, 2021 at 11:59 PM Eastern Time.

We're here today to discuss the Federal Transit Administration's tribal transit program up and before we start discussing the history of the program or how much money is in
the program or what the criteria are

for making evaluations of this year's

particular knows funding opportunity,

we need to talk about the

objectives of this program.

The Travel trailer program is here to

provide direct funding to federally

recognized Indian tribes so they can

provide public transportation service
on and around Indian reservations

or tribal land and rural areas.

Eligible entities for the Travel Transit program are federally recognized Indian tribes or Alaskan native villages, groups or communities as identified by the US Department of Interior.

Just to give you an idea about how many tribal entities are included
in that eligibility scope.

On January 29th of 2021,

the Bureau of Indian Affairs

published in the Federal Register,

a listing of 574 tribal entities

as it relates to the Federal

Transit Administration.

We deal with approximately

220 tribal recipients.
Since we've gone over the objectives and the eligibility for the Travel Transit program, it's probably good just to give a very brief overview of the history of the Travel Transit program.

The tribal transit program is a set aside of the formula grants for rural areas and speak in FT parlance.
We commonly refer to that as section 5311 or just 5311. At the program itself was initiated during the course of fiscal year 2006 and a surface transportation program authorization, commonly referred to as safety loop safety Lou, actually stands for something. It stood for safe,
accountable, flexible,

efficient transportation equity act.

A legacy for users.

President George W Bush signed that.

Authorization and it actually,

but it actually expired in September of 2009.

And just for trivia purposes,

Alaska Representative Don Young did

a lot in terms of spearheading and
getting that through Congress and

his wife's name is actually Lou.

So when the program was originally

born during fiscal year 2006,

it had $8 million set away for

competitive programs which we are

talking about today by the time.

The program,

or the authorization rather had gotten
That competitive program had grown to $15 million a year.

In fiscal year 2013, there was a new authorization that authorization goes by the Common name of map 21 map 21 stands for moving ahead for progress in the 21st century.
Barack Obama signed that and it actually expired.

Not long after it was signed expired in fiscal year 2014.

In it, though, it provided $25 million for a formula program.

So in addition to competitive program.
birthed the Formula program

Also, there is a $5 million built in

Also, for the competitive program.

As I mentioned in the previous slide, map 21 expired in fiscal year 2014. What happened after that was an extension of Map 21 for two years.
Then in fiscal year 2016 we had the fixing America's Surface Transportation Act, or, as we refer to it, here in FT Es, the Fast Act that continued the tribal transit program and increase the amount made available under the formula program.

So we had $30 million set for the formula program.

In the FAST Act,
and then for the competitive,

we still have that $5 million that was present during the course of MAP 21.

So you might be at this point in time listening to this conversation and we have a new Surface Transportation Act,

but at this present day,

the FAST Act is still being carried out is where, again,
in a period of the extension of the FAST Act.

So in the interim, the tribal transit program is continuing along this $30 million for.

The formal program and 5,000,000 for the competitive but more funding has been made available for this particular fiscal year,

fiscal year 2021.
Due to the number of relief packages that we've had related to COVID-19.

On this slide we have a breakdown of fiscal year 2021 tribal transit program funding.

If you had a chance to see the nofo that went out for the competitive program, you probably notice that there was now $10 million associated with it.

That's different from the $5 million
that had been there from the fast Act.

How did we get $10 million?

You might ask? So give you the answer.

$5 million came from the American Rescue Plan Act.

You might have heard of it referred to as ARP or ARP A.

So we had $5 million from there,
the FAST Act at $5 million.

That got us a $10 million

for this year's traveled.

Competitive program.

In addition to that,

$2,000,000 for the competitive side,

we still have our Formula Funds.

Formula Funds are just a carry

over this year from the $30 million
that we had in the FAST Act.

But additionally we have the COVID-19 response money that came in the form of fiscal year 2020 coronavirus aid, commonly referred to as CARES.

That was an additional $30 million. In fiscal year 2021,
relief supplemental appropriations.

Common refer to as Krisha.

That was an additional $30 million.

And then finally,

what we've had is for fiscal year 2021.

The are packed so.

In addition to the $5 million we

got for the competitive program,

we also have another $30 million from
the RP Act that the tribal transit program has been administering via Formula.

And with all this additional money that's come into the program, it's just important to note that if your tribe has not yet taken advantage of these other funds out there, I would just.

Very much encourage you to.
Get these funds are at last count.

There is about 83% of the CARES Act funds that had been obligated or had gone out the door, but that means it just still 17% that have not.

There is also other money in the other chief funds, the Carissa and the are those funds are there for tribes.
So if you have a need for funding and it fits within, please take advantage of the opportunities that are available. Since we discussed the level of funding that is available, it's important to get an idea about who's eligible for these funds and for the travel competitive program.
Eligible applicants.

For the tribal competitive program, are going to be federally recognized Indian tribes or Alaskan native villages, groups or communities as identified by the US Department of Interior in rural areas with populations of less than 50,000.

In terms of the level of funding that will be available at FT Es may
choose to fund the program for more or less than the announcement amount.

Just as a note in the previous awarding period, we had $5 million listed in the nofal no fool for fiscal year 2020. We actually. Gave out $7.7 million in part because we're able to reclaim funds that hadn't been utilized from previous awarding
of the tribal competitive program.

So as a result,

we had more money to give out last year.

The period availability for awards is one year for the obligation.

And then, an additional two years, so think of it this way.

If the awards are obligated for fiscal year 2021.
You'll have until fiscal year 2024 before the award we considered lapsing, and you will potentially have the funds taken back if you have not utilized them yet.

As we displayed in a previous slide, COVID-19 has changed the amount of funding that's available in the tribal transit program in a much similar vein.
just the circumstances in which we find ourselves has LED us to make a few tweaks to the nature of the auto pop eligible projects that we will be accepting during the course of this travel transit competitive program.

We have three types of projects that are being looked at for this competitive program,

they are planning capital
and operating projects.

So in terms of the planning projects.

There isn't much change.

$25,000 was the cap during the course of the previous fiscal year for planning projects that remains in terms of the amount of funds required for local match.

There is no local match for planning.
That's not a change from the previous fiscal year either, unlike some of the other type of projects. Planning has remained the same. Capital projects are still going to involve. Funding. Either. New services. Replacing buses, equipment or facilities.
Or working to expand facilities that already exist.

Providing for more equipment.

Or buses.

The only change with capital is the fact that it's now gone from a 90% eligible federal share requirement to being 100%.

This means that there is
no local match required or
capital projects this year.
For operating projects.
For fiscal year 2021.
All eligible tribes can apply
for operating assistance.
This is a change 'cause previously
tribes would need to be receiving less
than $20,000 from the transit programs,
formula funds and also

not have existing transit.

This year that's all been removed.

All eligible tribes are eligible

for operating assistant funds.

In addition, the other changes that.

100% eligible federal share is in place

which means again as we mentioned,

for capital there is no local match required.
And for all three types, the funding availability is the three years. So the year of Allocation +2.

We're now going to discuss of the course of the next few slides what exactly they entail. So first up, we're going to talk about the planning grants.
So if we're planning grants, applicants should describe the need for and the general scope of a proposed study. A study can be about providing a new service, the feasibility of providing a new service, or updating an existing plan for service. Again, as we mentioned in one slide. Ago $25,000 as the CAP on the planning grant award.
And 100%.

Federal share is the requirement so.

I'm gonna keep saying this a lot, but there is low no local match required for planning grants.

For fiscal year 2021, capital projects, the goal for this particular project height remains the same.

Capital projects are there
to increase efficiency and
effectiveness and accessibility

for riders and transit providers,

and with that capital projects can include,

but are not limited to, the purchasing

of expansion or replacement vehicles.

Say in the form of buses or

vans bus related equipment,

so we're talking about.
In that case,

fare equipment communication devices.

We're also looking under capital projects at the possibility of funding construction or rehabilitation of facilities,

so that can be a transit,

maintenance and administrative facilities.

Mobility management.

Can also be considered a capital project,
wheelchair lifts and restraints,

passenger shelters and

bus stop signs technology,

including computer hardware or software,

can be considered as a capital project.

Uhm? And again,

there is no local match required.

We are doing this year a

maximum 100% federal share.
As explained in the chart,

a few slides back operating assistance typically has eligibility requirements related to Formula,

Funds received and transit system newness for fiscal year 2021 competitive program.

We've lifted all of those restrictions.

So if you're looking for operating assistance projects,
these are the type of things that could potentially be considered to be a project.

The cost directly related to the service operations. Can include fuel, oil drivers and dispatchers salaries and fringe benefits, licensors, service agreements with private providers of public transportation services.
Those all can be considered to be operating assistance type projects.

And.

The common refrain for this entire presentation as it relates to the projects.

There is no local match required.

Again,

maximum 100% share is involved.

OK. Now I'll be talking through
the specific project evaluation

criteria in sections that you'll see in the supplemental form that you'll be working on in grass sake.

But before I do that,

I want to make clear that we were evaluating these projects by different criteria depending on what type of project they are.
So in terms of things like capital and operating projects,

Five required sections in the supplemental form,

whereas with planning projects you're only going to have one required section.

So if you're submitting a capital or an operating project,
please make sure that you have provided a detailed response to each of those five required categories.

Likewise, if you're submitting a planning project, make sure the justification for your planning project is in the appropriate section.

I know this can be maybe
a little bit confusing.

One of the criteria for capital and operating projects is called planning.

Sorry about that,

but that's just one of the five required sections and it's distinct from the section that is required.

If you're submitting a planning project.

So just be cognizant of that.
Here are the five criteria for operating and capital assistance projects.

Lowest follow planning and local slash regional prioritization.

Project Readiness demonstration of need.

Demonstration of benefits and financial commitment and operating capacity.

These are how they are found within the nofo,
and the supplemental form, but will give you an idea about how to focus your answer to get across your vision for your project, to the person reviewing your request.

A well written planning section for capital and operating awards will be thorough and specific.

It will also identify any aspects of...
the planning process that led you to identify the need for your project, so to give you an idea of the things we're looking at specifically, we have some bullet points.

Describe the planning document and or the planning process conducted to identify the proposed project. Provide a detailed,
detailed description of the project.

Discuss level of support by

community and or tribal government.

It's very important to discuss the support.

That you have in the community for the proposed project.

This can be done by supplying support letters from the tribal government from residents.
Anything to show that there is support in the community?

Additionally,

you could do something like a survey or other supporting documents that back the argument for the project.

Describe what opportunities for public participation were provided, and how proposed or existing
services have been coordinated with.

So when we're thinking about other services that could be linked into, we're talking about human service agencies, intercity bus, transportation providers, or other rule public transit transit providers then also describe how mobility and client access needs of tribal.

Human service agencies were considered so.
I have a couple common refrains during the course of the presentation, one being the fact that there is no local match. The second one is with these criteria. Please provide your story. Please tell your story. You're paying a picture for the people reading the applications and the more
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that exists within the community that

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5c08de85-0642-46c6-9171-6bad11b7bd08 00:28:07.949 --> 00:28:11.512
gives the reviewer a better idea about

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cfe98f07-0228-4133-a951-e31b6d0b79f4 00:28:11.512 --> 00:28:15.568
the nature of your project and how it

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will impact your specific community.

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Some additional things to think about

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as relates to the planning and local

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regional prioritization criteria.
Identify existing transportation services in and near the proposed or existing service area document in detail whether the project will provide coordination opportunities.

You're showing how this system will integrate or your plan will integrate with other things around.
it and increase the efficiency,

potentially of transportation

in a particular area.

I describe how the proposed slash
existing service complements rather than

duplicates any currently available service.

So again,

as I have mentioned in the previous bullet,

how exactly are you creating
efficiencies potentially up?

These are all things that.

Planning will hopefully be aimed at addressing so.

Give us an idea about how exactly you see that working in your particular area,

then if there's anything else that's not mentioned above or you haven't mentioned previously,
you can also do that here.

A lot of the idea,

and I've mentioned this before with planning and prioritization is talking about.

How exactly you're going to be interacting with other partners and stakeholders in the area,

particularly as it relates to Human Services?

We're again we're looking at helping
people get where they need to be.

This isn't really an exhaustive list when we're talking about intercity bus providers, other transit agencies there are other organizations out there that might just exist in your community.

Talk about how exactly you'll be bringing them into the process, or how they will be aided by what you're
attempting to provide in the community.

This will help paint us a picture again of.

How exactly?

The transportation will be improved in your area and provide a real real resource to those who live in your communities.

This next section is called Project Readiness.

called Project Readiness.

This is all about demonstrating the
The feasibility of a project and your ability to carry it out on time and successfully to deliver the outcomes that you discussed in your project plan. So, if there's going to be a place where you talk about what exactly you're trying to do is, let's just say you're looking to build a transit facility.
A transit facility is going to require an environmental review, so this is where you discuss how much time you anticipate. This environmental review will take and demonstrate that you plan for it in this section, and that will give us an idea that. You know what?
You're what you're working on, so if there's even in the case of.

Getting a bus.

You're going to need to go through a procurement process for that spell out for us. The timeline that you have for procuring that vehicle.

Again,
we're trying to demonstrate to us that you have an understanding about what exactly is going to take to get from receiving the award to actually completing and operating what you said you wanted to.

In carrying out the demonstration of project readiness, or at least that you plotted out how exactly you'll...
be ready to implement your project.

We ask you to identify the project is a categorical exclusion, or if there's a requirement for environmental out analysis.

As I was mentioning before.

Describe and document a project implementation plan, which would include things like
initial design facility projects.

Demonstrate that project and project funds can be implemented and obligated quickly.

If selected, demonstrate that the ability to carry out the proposed project successfully exists.

Also, demonstrate the implementation schedule for the project.

When evaluating demonstration
of need for the operating and
capital projects applications,
FDA will consider whether the project
represents a one time or periodic
need that cannot reasonably be
funded from FTA formula allocations
or state and or local resources.
When we're looking at both the
operating and capital applications,
some things that we will be looking for

are looking at whether or not you're
describing destinations and services

not currently accessible by transit.

Can you demonstrate need for those services

where there is no service right now?

Additionally,

if there's a demonstration of need for

things like access to jobs or health care.
A special needs of seniors or individuals with disabilities.

Income based communities as well as.

Whether there's a need for mobility requirements, those are all things that you can build out in your description about how the needs need to be met for this particular populations impacted.
As specifically relates to capital projects, particularly when we're looking at expansion, describe how the current or growing demand for the travel service necessitates the expansion. We're looking at demonstration of need as a relates to capital replacement projects. You should include how the replacement
may be necessary to maintain a transit system in a state of good repair.

So if you need to list the age of your current asset, the condition of it, or the performance of it, again, we need to know if you're going to be replacing vehicles or anything of that nature, why you need to do that.
If an applicant received a planning grant in previous fiscal years, it should be indicated the status of that planning study so we can get an idea about how the proposed project might relate to that particular study.

With all this said. As I made before, I have my refrains and here is it again.

This is this is story telling
the demonstration of need.

Is storytelling not?

All reviewers will have experience in rural areas or a tribal settings.

So detailing what this project will mean to your community with specificity and by painting a picture who go along way.

Making the case for your particular project.

So if there's anything you can do to paint
that picture to the best of your ability, please do it. It goes a long way in helping us. Understand what exactly the project could possibly do for your community. The demonstration of benefits criteria. Here's where you can express how the project you proposed will meet the needs that you've described previously.
A good way to answer any of the questions going on here to provide explanation to the reader is to be specific about what the benefits will be, and then tie them into the needs that you described. What those benefits are?

There could be a number of things, but it's important to describe them right here.
Depends on what needs your time trying to address, but this is the section in which you do that.

Again, we're talking about painting pictures here.

So in doing that you're going to need to identify expected or chief project benefits. For existing services.

Increased or sustained
ridership and daily trips.

Improve services,

operations or coordination provide actual number of individual writers and trips.

Improve the quality of life for tribes and the surrounding community.

For starter projects,

how you would demonstrate benefits would be through an estimate of the
number of daily one way trips that might occur off some qualitative benefits could be described to the tribe and the surrounding community.

We do have a financial commitment and operating capacity criteria in our evaluation.

However, this is going to be slightly impacted by the fact
that fiscal year 2021 is different from previous fiscal years.

There is no local match required in this fiscal year's competitive program, but local match actually can be included if desired.

So I know during the course of presentation I've been saying that.
but in fact if you so desire

you can do a local match.

If a tribe decides to do a local match,

they must identify its source and

any other source to support the

proposed transit service funding.

Thinking about the financial CNET

sustainability of a project,

think about how the tribe will maintain
the project past the awards life.

So project a little bit about

what the budgeting will be for

this particular project and how

exactly the tribe will keep this particular project alive.

Once all the funding from the federal government in this particular award has been used up.
As I suggested, you can demonstrate. This is Dane's ability financially through an OP, an annual operating budget that you might have in your discussion. You can explain how the project funds are going to be used in coordination with other services for efficient utilization of funds, so we discussed previously human
service transportation funding,

those type of dollars are out there.

Do you have the ability to bring?

Some of those funds in to help sustain this particular service.

Tribal transit program funds that are available through the federal highways.

Administration, that's another source.

Title 6 or older American Act funds.
from Health and Human services.

The Bureau of Indian Affairs has access to funds.

There's in kind contributions, commitment of support from local businesses, donations of land or equipment.

And also tribal or community support.

Ultimately. This is looking too. Tell us what exactly is this?
Is the support you have in the Community and.

Again. Story telling.

Descriptions, budgets.

Identifying other organizations that might be able to provide funds.

That's exactly what you're needing

to provide here in order to.

Give us an idea about.

What the sustainability of
this project could be?

If you have any other questions related to local match, please do not hesitate to reach out to me.

Is my contact information is at the end of presentation.

But again, if you have any questions about local match, please do not hesitate to reach out to me.
OK, so we've got through our capital and operating evaluation criteria and if you remember from the very beginning of this presentation, we're talking about criteria planning grants only have one really value evaluation criteria. So if you're submitting a request for planning grant,
there's just this one section you need to fill out.

This section is a lot less prescriptive than the other ones, and so which are really looking to do here is describe how your tribe or your nation is going to in the long term, provide a commitment to transit service and why you're doing this specific study.
Please be specific about what you're planning to investigate, so describe ways the study would support you and implementing or enhancing your transit service again.

It's just one section, but it's it needs to hit both of these two points that are listed.

Since planning grants are so diverse,
there's a lot of different ways that you could meet this particular criteria, so the two points that we're looking for you to address our again the tribes long term commitment to transit please spell out. What exactly that looks like any ideas that you might have about it and how exactly I can
go about studying that and again.

How the proposed study will be intimated and or further tribal transit.

The study again is going to be looking at this things,

but spell out for us how exactly you're going to go about doing that and eventually implementing whatever the conclusion could be.
OK, so we've made it through the bulk of our presentation and the slide you see now is number of hyperlinks to the various things that have gone over or discussed during the course of this conversation that we've been having via PowerPoint. Some of the links we have here are two, the no photos published this year. We have a link to the Travel...
Transit Program award on grants.gov.

We also have.

The formula allocations that we discussed for this current fiscal year.

We also listed are tribal entities landing page which has a lot of good information as well as history about this specific program.

And then we also have the travel
transit competitive Program award

webpage which actually links to some

of the past recipients of our funds.

So it's good for finding out

historical information about this

particular program and.

Actually received funding.

From the awards that they were

requests that they've submitted.
On this slide I have a listing of some of the technical assistance centers that work with FTA to provide more information about various aspects of transportation for our recipients. So we have the National Center for Mobility Management during the course of presentation, I did discuss how. This is a funding opportunity.
to back mobility management.

Also, we have the national aging and Disability Transit Center.

Well, the rule Transit assistance program art in Art app has a specific outfit dedicated to tribal issues.

And then there's also the National Center for Applied Transit Technology.

Continuing the topic of resources
that are available to you,

the National Transit Institute

provides training, education,

and a clearinghouse for services in

support of public transportation.

They do that through short form webinars

as well as multi day in person courses.

I know for myself I have done some

of their coursework and it's very,
very informative and you get the opportunity to.

Interact with people in some instances from across the country and learn about how exactly they deal with their particular transit issues that they face in their communities. Just to give you an idea about some of the courses that are offered.
Through NTI advancing mobility management.

Growing your ridership.

And understanding the Americans with disability act.

Those are all things that they offer and a lot of instances it's free to government and transportation agency employees,

so it might be worth your while to
see what exactly they're offering.

Since we're still talking about resources, it's best to bring up one of the best resources that we have within the Federal Transit administration.

And of course, I'm talking about our regional tribal liaisons, so FT has 10 regions throughout the United States. All but one of them.
Has tribes located in it and that's Region 3 which is around the DC area in the East Coast, but the rest of them had at least one person who's working with tribes in order to help. Tribes get the resources they need from FTA as well as help them questions they might have.
if you have the presentation itself, you can go ahead and click on the link. And that will take you to a listing for all the tribal liaisons that we have within the agency. And feel free to utilize them. That's what they're here for. To answer your questions,
to the tribal transit program.

As I mentioned at the beginning of this presentation, you are not watching the live recording from June 29th. You're watching something that's come a few days later. However, the questions that are going to
On the next couple slides were actually taken from the course of the conversation that we had on June 29th. These were questions that came in via chat from people like you who are out working with tribal organizations and. Listening to presentation and coming up with ideas and also questions.

So these are some of the better questions.
I thought that might have some universal appeal.

Again, I'll be giving you my contact information at the in the presentation, but I just wanted to go over a few of the questions in case you see something that can just be answered right here and right now.
First up,

we have a question about the local match.

So as I mentioned throughout

the course of the presentation,

a local match isn't required,

but this questionnaire was wondering.

Whether or not we would recommend

that tribe do a local match,

and if they did do a local match,
what it mean that there would be a boost for their application in any way.

My answer was, well, I can't tell you what to do in terms of whether or not you should provide a local match that's slowly going to be your determination based on your own set of criteria.

What I will say, though,
pertains to the second question.

Does this boost in application anyway?

If you're saying that you're going to have a local match for answer to that is no.

Well,

we're going to be looking at these applications based on the criteria provided.

One of those things is that.

The local match question is not going
to be really germane to the questions at hand that we have so.

I don't know if that's an exact answer, but the fact of the matter is that a local match will not provide a boost to your application anyway.

That there will not be any particular favoritism to
recipients potential recipients.

That is who say that they

will provide a local match.

Here is a question that we had.

There's real estate and.

Acceptable expense.

So this is an interesting question,
buying a piece of land?

Period point blank.

Or you talking about buying land to say, build a bus barn on which you'll have your transit vehicles go through and be stored.

There's two fundamental difference is there in the first example.

We're just saying buying a piece of land we don't know exactly where that land is,
what it's actually going to be doing.

Therefore, that would be essentially a violation of the spirit of this program, so.

Any purchase of real estate has to be germane to.

This could be considered a capital expense if we're talking about real estate being utilized to provide.
A transit benefit of some sort.

Again, I mentioned an example of a busbar.

If you need land for a bus bar, that would be something acceptable as a capital.

Type project so.

The answer is, it depends, but the qualifier is that the project needs to be pertaining.
to the delivery of the transit service in some way, or shape, or form.

The question here was kind of interesting, so state it on the PowerPoint slides, as can transportation costs for a purchased vehicle be covered.

Did they give you a kind of some background for this question?
The person asking it was from a village in Alaska that has limited connection via roads to other places within the state, so this is a very practical question. How exactly do you get a transit vehicle if that's what you're trying to do?

How do you get a transit vehicle to a place that's not easily accessible by Rd?
yes, transportation costs

for transporting a vehicle,

for instance, can be covered.

You just need to describe within

your budget what exactly is going on in that respect.

If you, for instance,

are purchasing a vehicle,

you would build that into your budgeting.
But yes, the transportation costs for removing a piece of equipment can be covered.

By this particular funding.

Next question. If a tribe operates a casino and has buses that take employees to and from the casino, would it be eligible for this grant, assuming that they meet the rule less
than 50,000 population requirement?

More specifically, are there limitations on tribes applying for a grant?

If they have a successful casino operation?

OK, I'm going to answer the second question first.

the second question first.

Is there a essentially a penalty or limitation on a tribe if they have discussed successful casino operation?
The answer to that is no,

we're not really concerned with the financial success of a casino operation that the tribe might have.

What we're concerned with here is related to the transportation.

So the question is bringing up having buses.

For employees to and from the casino

and asking whether or not that would
be eligible for this particular award

with the Travel Transit program.

If it's just talking about the employees specifically of the casino,

not anybody else,

we're just talking about moving 'cause casino employees from point A to point B that.

Would in all likelihood not be covered by.
This program, because it's essentially a private service almost that's getting away from the spirit of this program where we're talking about public transportation.

So moving the public this public can be casino employees, but it can't be exclusively casino employees.

So if we're talking about moving people from the community to the casino,
the casino say a stop along a transit route,

that's OK.

But when we're talking about

Severely limiting by employment,

the people who can be on the bus and and

potentially sending federal dollars to that.

Type of operation that's.

Essentially a violation of the
and so we would probably not be looking at a project that was talking about specifically moving employees for casino from point A to point B. It has to be opened a broader to the community at large as opposed to just a particular group of say, employees of an organization.
vehicles purchased with these funds within the TPP funds.

Do they need to meet buy American requirements?

This is a very simple answer.

Yes, they do need to meet the buy America requirements of.

That's how the federal government works.
There is a buy American requirement where a certain percentage of the vehicle or whatever is being purchased has to be built in America.

So we do have guidance on that.

If you need to receive that, please talk to either myself, email myself or your tribal transit liaison.
Then we can direct you to the published language about by America.

Our tribe does not have a reservation. We are federally recognized tribe with trust land throughout Wisconsin.

Do we qualify for tribal transit program funds?

If we think back to earlier slides that we're defining what tribes were eligible?
The answer from think about that

the answer is question is is yes.

Tribe described here in the

question is federally recognized.

The problem I think some people have

had when they read our no pho is that

emissions reservation or reservations,

and I think some people have a

and I think the program is limited
to tribes that have a reservation

and that the transit has to be exclusively on the reservation.

If we think about the presentation we just had as well as some of the other language is included.

An elf oh it.

It says that First off you have to be a federally recognized tribe well.
Once you've crossed that hurdle.

Then, particularly as it relates to this program, the next question is about the size of the.

Of the place where you're located, if you cross those thresholds then.

You're alright being here.

You do qualify if you don't have reservation land that's OK as well,
because again, we're just.

In part,

looking at whether or not

you're federally recognized.

Our transit organization has been having

trouble finding enough qualified transit

drivers with a training program for

drivers that provides financial

assistance for tribal members for
obtaining medical cards and commercial drivers license testing be ineligible.

Operating assistance project.

The answer is yes.

If you had the opportunity to go back and look at the slides and presentation related to operating assistance,

one of the bullet points listed as being something that could
be funded was for licensors.

A CDL will qualify for that,

so the answer to this question is yes.

If a tribe needs to purchase COVID-19 protective equipment for their transit system,

so here we're talking about things like masks or clear barriers.

that could be used to separate,
say, a driver from riders,*

would that be eligible as a

capital cost or an operating cost?

So for the things that were kind of

described in this in this question.

These would be capital expenses.

We're talking about things that

are going to be going in the bus,
about barriers.

That's that's equipment on the bus,

that's a capital.

Expense.

With that said though,

I just really want to express too.

Tribes, if you do have need

for covert related equipment,
masks barriers.

There are funds set aside specifically to fund those type of purchases.

What we mentioned previously related to COVID funds that were made available to tribes.

There are dollars still out there, so.

We're talking about cares act dollars.
we're talking about more recently ARK funds.

All those have been designated for covert.

And as a result they are funding things like masks and barriers.

So instead of focusing efforts and trying to purchase those things through the tribal transit program competitive fund.

I may I suggest that you look towards
those COVID targeted funds to take care of those type of items because there are a number of dollars that are still out there for allocation and what I would really hope didn't happen is that instead of funding a project that you need in your community.

Through the TTP competitive program,
your effort to fund, say, masks.

When you, when it could be done.

With dollars specifically designated.

To address COVID issues that are already out,

so please just make sure that as a tribe you have tapped into those funds.

In the case of the COVID related funds,

they are all formula,

which means if you've been entering data...
into the National transit database,

there should be a formula allocation for you.

So please,

if you need to do things or make purchases.

Related to COVID or COVID related equipment,

please make sure that you're tapping into

those specific funds designated for that,

as opposed to.

Utilizing the competitive for that.
Alright, so this is our final question.

How long do awardee's have to complete their projects? For example,

So let's think about this question and a couple ways so.

In the presentation we said that you have three years before you rewards become lapsing, so you have.
Three years from the time that you received the award to actually spend a dollar on something related to the project, you said you were going to do so.

You have up to three years to actually spend funds in terms of completing a project.

Let me just say that prior to coming over to the tribal transit program I worked for FTA, looking at grants that needed to
be closed because they have been open for extended period of time, but either didn't have expenditures or there was some other type of issue that was causing the project associated with them to not. Take place, I did have travel trends or program awards on my list, so in these cases the projects.
would have been in existence for.

Basically, more than three years.

So to answer the question.

You have up to three years to spend a dollar before.

However, the project is going to really be dictated by.
What the conditions are on the ground,

so it might take you longer than you anticipate it to get the project done,

so there is no hard date.

But at the same time,

once you're done with this application process and say

that you're awarded the award,

there's another piece of FT es that's
actually looking to see that the progress occurs on the award, so.

Take from that what you will but.

Please, if you're stating in your documents what your timeline is, please stay as true as possible to the timeline that you established and you presented to us.
Because the last thing we want is to potentially not funded project that had a really good application but found another one that eventually does not happen because of a not well thought out course of action to complete the project so.

Just be honest with yourself and your organization about what it will
take to get the project done and

hopefully we won't have to worry about

'cause you'll stay true to

your original plan.

Alright,

so that concludes the presentation related

to the notice of funding opportunity

for the tribal transit program.
I'd like to thank you for being here for the presentation, and I also wanted just to provide my contact information. I know this application process can be tedious and in some degree nerve wracking so. What I want to encourage you to you, if you have any issues, have any questions.
Please reach out to me.

I have my email address at tribal transit at dot Gov that I will say is the best way to get in contact with me in part because it allows me to.

If need be,

send you links via email.

Keeps a record for us of the correspondence that we have.
But if you're more comfortable talking via phone, that's also an option. It's just more so that we aren't in the office right now, so. Getting access to the phone can be a little bit trickier, but I understand that some people prefer to have a voice to voice conversation, and I am not against that.
If it's required so.

Feel free to get in contact with me.

Don't let any questions linger longer than they have to because this is all about getting these resources out in the best way to do that is to talk to us and let us know what you need.

Like I said, I'm a resource.

Our FTA regional liaisons or resources.
Do not hesitate getting in contact with us and utilizing us as resources.

Thank you.

Hello, once again this is Carl Melton and as I mentioned earlier, honor presentation.

I was going to go through a few slides that are related to the grants.gov experience. Again, these are primarily just screen captures so you have some familiarity.
when you actually go into grants Gov.

About what the general layout is for the system.

And I can just preface this with saying that grants.gov is not an FTA system at the end of the presentation,

there will be some contact information.

Directing you to the people

you need to talk to.
If you do have an issue of grants.gov, unfortunately we can't do anything on the FTA side. Related to it, you have to go directly to grants.gov's help desk, and they can assist you with the technical issues that you might face with just the fact that you're
dealing with a system online.

The first set of screen captures we have here are actually from FTA's website, specifically the FDA notice of funding opportunity. The nofo.

If you're in this presentation, you probably already are familiar with the FDA website and specifically with the location of the Nofo announcement on it.
Again, this announcement went out in May.

And this is where you can be directed to the various locations for the nofo, either on the Federal Register site or even within grants.gov.

Someone first go to MTS website. You will see a tab that says funding on it.

When you click on that funding tab, there's going to be a broader menu that
opens up and one of the options there that you can select will take you to the nose of funding opportunities page.

So on that notice of funding opportunity page, there's going to be essentially all of the no photos that exist for FTA at that point in time, it will give you.

The date in which the Nofo went
live as well as the closing date

and the opportunity ID,

as well as a general description

in title form for the award.

On this particular slide,

we're looking at the Novo page

and the square rectangle rather.

That is, there is is.

Highlighting the opportunity ID
for the public transportation

on Indian reservations program.

FY20 21 notice of funding opportunity.

On the actual website you would

click on the opportunity ID and it

would then take you to the web page.

Did you see on the right?

Where the Nofo is spelled out.
once you click on it,

you're going to see the details of these

specific nofo as well as a summary,

and there also be included and it

hyperlinks to again the Federal

hyperlinks to again the Federal

page for this specific award.

At the bottom of the slide we

have some hyperlinks that you can.
Once you have this slide deck, you can click on them and make it to the FDA website as well as the funding opportunity notices page. Is also located on the FDA website. Once we're on FTS Nofo page and we've clicked on the specific. We are supplied with. Several pieces of information.
so again, we have the summary description which has the application requirements and eligibility.

The supplemental form for the award is included there as well as well as links to grants,

Gov program information and other references.

With the additional elements that are on the page, I just want to point out that
as it relates to the supplemental form,

it's important that you use the form that is on this page every single year.

There are supplemental forms that are issued for no photos, so.

You can't use the supplemental form that existed for last year's no fool.

for the tribal program for this year.

You have to use the supplemental form.
that's associated with this specific nofo

If we look at the yellow text box that we have here,

the FTA nofo provides a hyperlink to the grants.gov opportunity and application package.

Next up, we're going to click on that link and it's going to take us to the grants.gov,
but I also want to point out the fact that we do have another link that will take you to the grants notice page within 50 days. Website Here at the very bottom of the slide.

OK, so let's imagine that we clicked on that ID that was hyperlinked on that ID that was hyperlinked in the nofo on the FDA page, we clicked on that and it takes us over to grants.gov.
I mentioned in the presentation earlier

guides.gov is where you're actually going
to be submitting your application for this

Here we have a couple of screen captures from guides.gov, so as we can see,
As well as a tab called packages.

If we look over to one of our other screen captures, we have a related documents tab has been clicked on and in there it gives a listing of the different forms that are associated with the nofo.

So in this case we have the funding announcement itself.
We have the Federal Register notice that appeared in the Federal Register and we have a supplemental form that's been provided in the related documents.

In the package tab, you have essentially what is a zip file with several documents included in it.

One of those forms being the SF 424.
At this point it's important to note that anybody can access the related documents and package tabs. And download this document. However, if you haven't done this already, what you need to be aware of is the fact that you have to be registered with grants.gov to actually submit any documents into it.
So if you or anybody organization does not have access yet to grants.gov, please go about the process to get that access so. Anyone as well as yourself can look at the documents and work on them outside of grants.gov, but when it comes time to actually apply you need to have that.
NOTE Confidence: 0.8984883

6b2043db-739e-4a7e-aa74-c3e8b0961e5c
01:15:56.858 --> 01:15:59.033
access to grants.gov to submit.

NOTE Confidence: 0.98819214

19ddd09e-ce90-46dd-90e5-78793ef81a10
01:16:02.000 --> 01:16:04.772
In these screen captures were looking

NOTE Confidence: 0.98819214

e61b2aa2-2b15-4adb-9e8a-36f827fd7ccf
01:16:04.772 --> 01:16:06.980
specifically at the package tab.

NOTE Confidence: 0.98819214

9fffe457-dc6c-463a-a10b-bfd6a9614409
01:16:06.980 --> 01:16:09.808
And I mentioned the previous slide that

NOTE Confidence: 0.98819214

108d9367-5187-4f59-9413-ec71b5c1944a
01:16:09.808 --> 01:16:12.959
one of the forms included in there is

NOTE Confidence: 0.98819214

06c3f095-2a10-4fd0-9f14-2aa99523b04d
01:16:12.959 --> 01:16:16.440
the one that we see in the upper right.

NOTE Confidence: 0.98819214

6e718414-c739-4f3a-97fb-9e1cae38c8f4
Here, the SF424F stands for standard

NOTE Confidence: 0.98819214

5e06fa5f-1bef-4fb9-9cd8-e4444331abb7
01:16:21.416 --> 01:16:25.597
form because this is the form that

NOTE Confidence: 0.98819214

3162b0b1-65ad-4ff9-8bc4-be49a29d110d
01:16:25.597 --> 01:16:29.545
all applicants for grants have to fill
out across the federal government.

It's again the standard form, so we've highlighted some of the text that you have to enter in or highlight the text boxes you need to fill in for the particular award, and then we also included a screen capture of the attachments form, so you'll have the opportunity to
submit additional documentation

I mentioned in the presentation.

The need or the desire you might have to.

Show support for your particular project with say letters of Recommendation,

essentially from members of your tribe,

from your community,

from leadership of the trial.

This is where you would take care of that.
In the attachments form.

In this slide we have captures of the forms that are in the application package.

So in the application package we have the supplemental form as well as the previously mentioned SF 424.

NOTE Confidence: 0.98819214
0408912d-0539-4483-8e91-164eeb9f0198
01:17:21.430 --> 01:17:22.638

NOTE Confidence: 0.90102977
3db728c3-d451-4d9f-8005-3708ac61b451
01:17:26.160 --> 01:17:30.632

NOTE Confidence: 0.90102977
89da3784-85e4-4f91-9279-17467f1954db
01:17:30.632 --> 01:17:35.479

NOTE Confidence: 0.90102977
26a3c84d-6185-410f-a19c-17c26fcf505
01:17:35.480 --> 01:17:39.314

NOTE Confidence: 0.90102977
20a4b7e8-36ac-4370-8324-d549889265c1
01:17:39.314 --> 01:17:43.151

NOTE Confidence: 0.90102977
5db61d65-125f-4fe6-8af8-835a053f7882
01:17:43.151 --> 01:17:46.643

NOTE Confidence: 0.908544134375
39ccc558-cb3b-4250-adc2-90be44be9bc2
01:17:49.180 --> 01:17:52.680

NOTE Confidence: 0.908544134375
6f2c7b92-acd8-4326-8506-9c98e20763f9
01:17:52.680 --> 01:17:55.467

NOTE Confidence: 0.908544134375
1dd46371-1846-49b8-ad4e-dd52e033a66a
01:17:55.467 --> 01:17:59.370

for this nofo as, as I said before,
you don't want to use last year's supplemental form for this one because we've had changes in the program and to use a previous years form when we've had changed in the program just won't work.

So please do not use any previous forms from past fiscal years 2.

Do this work.
for you in the grants.gov.

Here we have some captures from the grants.gov website.

Giving an example of what happens when we click on the applicants tab.

I mentioned previously that if you're going to be applying for an award via grants.gov,

you're going to have to have access to it so.
What we're going to be talking about from here to pretty much the end of this part of the presentation is getting into grants.gov. And then see what exactly it looks like once you get in there. For new app against the grants.gov or the federal funds grants, the grants.gov site will assist you with the
NOTE Confidence: 0.98040086

069ad0fb-8d83-4164-8bea-1301063541fc
01:19:24.150 --> 01:19:26.898
registration process and award management,

NOTE Confidence: 0.98040086

55d2598f-2ebc-410f-9430-8924df682d59
01:19:26.900 --> 01:19:30.056
and with obtaining the rigid registration.

NOTE Confidence: 0.98040086

32b2b5e9-96fa-4771-81db-75112954db79
01:19:30.060 --> 01:19:32.540
Registered organizations can create a

NOTE Confidence: 0.98040086

fdfde024-3174-4566-9e08-1516c29f2c78
01:19:32.540 --> 01:19:36.143
workspace in which grant proposal teams can

NOTE Confidence: 0.98040086

cc352755-09ce-40d3-8abe-f8cbea9bd8dc
01:19:36.143 --> 01:19:38.763
collaborate in developing the application

NOTE Confidence: 0.98040086

fb624d86-7d43-41b7-9ddb-973011f78ea8
01:19:38.763 --> 01:19:41.110
proposal and associated documents.

NOTE Confidence: 0.98040086

3fab1510-2872-4a9a-814f-8eda64b5ea31
01:19:41.110 --> 01:19:43.334
This workspace eliminates the

NOTE Confidence: 0.98040086

e1f5d992-5f1e-4f2e-98c0-e1b79f26c926
01:19:43.334 --> 01:19:45.558
need for emailing documents.

NOTE Confidence: 0.98040086

0437e4e6-f377-4352-8d67-49aad914ed85
01:19:45.560 --> 01:19:47.054
Between team members,
grants.gov has been enhanced to allow

a workspace in which you can share various tasks to develop the application.

This is also the place in which authorized organization representatives can submit the completed application to grants.gov.

Please review the workspace information and grants.gov and identify the type of work space and team members.
who will prepare your application.

Please review the rules and privileges and remember that.

Only the authorized organization representative can submit the application.

FDA accepts applications submitted via grants.gov from organizations, not individuals.

Such organizations must be
registered in grants.gov,

all the information and pertinent links are available on the applicant tab of grants.gov.

Last, if you encounter technical issues or problems while working on an application or submitting the application, please address those concerns with grants.gov.
And here's a good example of what a workspace could look like with in grants Gov. Again, this part of the website is here to help. If you've got multiple people working on your grant application, hope you all coordinate and submit information to each other so you can produce the best application possible.
And finally, here are some links related to the application process.

The grant application process that you might find handy.

Again, I just want to stress that.

Grants.gov is not an FTA supported website.

If you have any issues with grants Gov, please contact their support center.

to get the help that you need.
If you see here on the page, the third bullet down, this is the information you need to have in order to address your grants.gov issues. Give them a call with their help desk or you can email them at support@grants.gov. And with that we have concluded the grants.gov overview. I just want to say once again,
thank you for viewing this presentation.

If you have any questions related to the notice of funding opportunity, please contact me at tribal transit at Doughty.

If you have any questions related to grants.gov, please get in contact with their help desk.
operated platform or manage platform,

so we have no ability to provide technical assistance related to the grant.

Applications on that side,

but if you have any questions related to the nofo or anything of that nature.

to the nofo or anything of that nature.

Please do not hesitate reaching out to

myself or any of the FTA tribal liaisons.

Thank you so much and have a great day.