

## LoNo Program FAQ

24 Jan 2014

**Can the cost of replacement batteries be included as part of a proposal?** An applicant could include battery replacement as part of a proposal. The LoNo program is intended to help bring clean bus technology that has been largely proven in testing and demonstrations into wider use. If there is a different way that battery technology or other clean technology might be considered, procured, or managed in transit, the LoNo program could be the place to propose it. If a proposal presents a new way of addressing maintenance or procurement issues with clean technology buses, the applicant may wish to offer it as an option in the proposal, so if the consensus of proposal reviewers aren't swayed by the argument, it doesn't negatively impact the proposal score.

**Can Direct Recipients apply, or does a Designated Recipient need to apply on behalf of a Direct Recipient?** A Designated Recipient or State needs to apply on behalf of a Direct Recipient.

**Can you explain better the applicant eligibility requirements?** Eligible applicants and recipients are designated recipients in large UZAs and States in small UZAs (D1 and D2 in Federal Register notice). The designated recipients and States must apply for areas designated as a nonattainment or maintenance area for ozone or carbon monoxide.

**Can a University be included as a team member in an application and would FTA be willing to consider it as a Key Partner?** Yes and yes.

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**Note on vehicle eligibility:** A wide range of technology and vehicle types are eligible for the program. That does not mean that they are equally competitive. The main purpose of the LoNo Program is to deploy the cleanest and most energy efficient U.S.-made transit buses that have been largely proven in testing and demonstrations but are not yet widely deployed in transit fleets. Zero-emission buses will receive priority consideration.

**How do I know if I am a Designated Recipient and eligible to apply for the program?** Designated recipient status in maintenance and non-attainment areas may be verified with your Metropolitan Planning Organization. FTA will verify the eligibility of applicants after proposals are submitted.

**Are CNG buses eligible?** Yes.

**Are diesel electric hybrids eligible?** Yes.

**Are new 20 to 32 foot buses eligible?** Yes.

**Are automobiles and minivans eligible?** No.

**Do you require separate applications for refueling and maintenance funding or can it be combined in the same application for buses?** They can be combined.

**Can extended warranties be applied for as part of the bus proposal?** No.

**Can spare parts be applied for as part of the bus proposal?** Yes.

**Can preventive maintenance service be applied for as part of the bus proposal?** Because the LoNo program focuses on new bus models that are not yet widely deployed, where technical experience with the new model may be limited, yes, preventive maintenance services may be included in a proposal for this program.

**Is a repowered bus which is completely refurbished and has a new VIN eligible?** Yes. Be sure the VIN is created by a registered vehicle manufacturer.

**When will funding be made available?** FTA does not know exactly when project selections will be announced and funding made available. Typically award announcements are made within a few months of notice closure.