

>>Dwayne Weeks: Good afternoon, everybody. We're going to go ahead and get started with this afternoon's presentation on the funding opportunity for the FY 2019 Pilot Program for Transit Oriented Development planning. My name is Dwayne Weeks, I am the Director of the Federal Transit Administration Office of Planning within the Federal Transit Administration Office of Planning and Environment, in Washington, D.C. We are really looking forward to making available funding for Transit Oriented Development around projects that are in planning, design, and newly implemented, that are fixed guideway transit projects. We are encouraging Transit Oriented Development. It improves transit ridership, improves land uses, has a positive impact on the environment, and this is a great funding opportunity. We have \$19.2 million and may receive an appropriation for an additional \$10 million. It is our intent to fund as many projects as we can with the current funding availability and if money is appropriated under the FY 2020 budget, under that program as well. So, this is your opportunity to apply for this funding to do Transit Oriented Development planning around numerous fixed guideway stations for proposed projects, and it doesn't have to be a project in the pipeline today. It doesn't even need to be funded with federal funding. So we're taking a very expansive view. So, before I introduce Ken, who will be giving the presentation, we have two other folks in the room from the FTA Office of Planning and Environment who are assisting with this webinar. And I will let them introduce themselves.

>>Susan Eddy: This is Susan Eddy; I'm also a planner in the FTA Office of Planning and Environment.

>>Tonya Holland: This is Tonya Holland; I'm a community planner in the FTA Office of Planning and Environment.

>>Dwayne Weeks: Ken Cervenka is also in FTA's Office of Planning and Environment and is FTA's program manager for the pilot program for Transit Oriented Development Planning. Ken will give the presentation, so I'm going to turn this over to him.

>>Ken Cervenka: Thank you, Dwayne. I'm going to start by saying the webinar is being recorded and we expect to have this posted on FTA's Pilot Program for TOD Planning website in the next few days. I see that there are already 180 participants. We actually had 400 registered, so could be some might show up as we go along here. I will spend about 30 minutes going through 17 slides. After which we will open this up to any questions you may have that did not get fully addressed. You can type your questions into the chat box at any time, but we strongly encourage you to wait until I'm finished with the formal part of this webinar, for a lot of your questions will hopefully get answered in the next 30 minutes.

[Slide 2 Introduction – Pilot Program for TOD Planning] So let's get started with an overview of this funding opportunity. The pilot program was created under Map-21 and continued into the Fast-Act, and provides grants for conducting comprehensive TOD planning at stations along new fixed guideway and core capacity improvement corridors. NOFO stands for Notice of Funding Opportunity, so to save a little time in this presentation I will frequently shorten this to NOFO. Authorization has been at \$10 million per year since 2013, with previous NOFOs released in 2014, 2016 and 2018.

Our fourth NOFO was published in the Federal Register on September 18, and we have \$19.2 million available, due to \$10 million authorized for Fiscal Year 2019 plus \$9.2 million that was carried over from the previous years, due to an under-subscription to the program. It is already October 30, and the Monday, November 18 closing date for a grants.gov submission is fast-approaching, so many of the people who are listening in right now have hopefully already started to put together their application, and are wanting to make a final check that they are not missing anything important. But we will find this out soon, during the Q&A period. We anticipate early 2020 for a public announcement of the TOD planning awards.

[Slide 3 Prior Awards – 57 Projects, \$51M Total] This shows the locations for 57 prior awards totaling \$51 million, in response to the first three TOD Pilot Program funding opportunities. We have good coverage across the continental US, with the three states having the most awards being California, Florida, and Michigan, with 16 of the 57 awards. The awards represent quite a range of work plans, and if you follow the link shown at the bottom of this slide, you can find short descriptions for each of these 57 projects, that might be useful as you think about the work plan for your application.

[Slide 4 Goals for the Program] The primary goal of the TOD pilot program is to encourage comprehensive TOD planning at transit station areas in corridors containing eligible projects, that goes beyond what local agencies would usually fund themselves. The application requirements encourage the formation of partnerships, which we see as an important part of not simply performing a comprehensive study, but ultimately in actual new development taking place near transit stations.

[Slide 5 Transit Project Requirements] I have received calls from potential applicants who have read the NOFO, and are still wondering whether their specific project would be considered eligible for this TOD planning funding opportunity. We will offer some core information right now, and follow up with more when we go over some of the common questions we have been getting since the NOFO release on September 18. The TOD planning work must be associated with a new fixed guideway or core capacity improvement project, as defined in the NOFO. As was done for last year's NOFO, this does not need to be a project that is currently, or for that matter ever, in FTA's Capital Investment Grants program. Also as was done for last year's NOFO, the word "new" for a fixed-guideway project includes projects that are still in the planning stage, already under construction, or recently opened to revenue service. Core capacity improvement projects are also "new," and we refer you to the NOFO for the definition of a capital investment that increases the capacity of the corridor by not less than 10 percent.

[Slide 6 Eligible Applicants]. We think the NOFO makes it clear that we consider a good path towards a successful TOD implementation is for both the transit project sponsor and the land use authority, or authorities, for the corridor containing the project to work together on a TOD planning study. The first three bullets on this slide are noting the three situations that will occur, where, so long as the actual applicant is an FTA grantee, this can be the transit project sponsor, the land use authority, or in some cases the sponsor is also the land use authority. But only one application per transit project corridor, for it is a strong sign that appropriate coordination has not taken place locally, if there are two separate applications for the same corridor, in response to this specific NOFO. Multiple corridors in a region are allowed, but each corridor needs a separate application.

[Slide 7 Work Plans] The work plan is a required part of each application. While there is a lot of flexibility about the type of work that is eligible, you should keep in mind that the proposed work addresses the six aspects shown on this slide, which are identified in the NOFO and come from the MAP-21 statute, that was carried over to the Fast-Act. I won't read what's on the slide, but do make sure your overall work plan addresses all six of these aspects, which focus on comprehensive station area TOD planning. Examples of final deliverables are identified in the NOFO, and include, but are not restricted to, comprehensive planning documents, corridor development policies, station area development plans, zoning codes or resolutions, studies of financing strategies for TOD including value capture, and resolutions to implement plan, policies, or financing strategies.

[Slide 8 Ineligible Activities] The statute specifies these funds are only for planning, so it is important for you to avoid ineligible activities in your work plan. Given how important this is to your application, I will quote directly from the NOFO, and leave it up to you if you want to ask any clarifying questions during the Q&A period. Or you can get in touch with me by phone or email in the days after this webinar, if you have a question that pertains only to your very specific situation. I'm going to read what is in the NOFO. The ineligible activities include TOD planning work in a single transit capital project station area. Transit project development activities that would be reimbursable under an FTA capital grant, such as project planning, the design and engineering of stations and other facilities, environmental analyses needed for the transit capital project, or costs associated with specific joint development activities. Capital projects, such as land acquisition, construction, and utility relocation. And site- or parcel-specific planning, such as the design of individual structures.

[Slide 9 Grant Conditions] The anticipated minimum to maximum awards are \$250,000 to \$2,000,000, with a maximum 80 percent federal funding share. For information about the eligible sources for the non-federal share, please read the details in the NOFO. Using just one example, in-kind contributions are permitted, but transportation development credits, previously referred to as toll revenue credits, do not. Details regarding pre-award authority will be provided when we announce our funding selections. Metropolitan transportation planning requirements also apply, where one example is that the awarded grants will need to be included in the MPO's unified planning work program, or UPWP, before they receive FTA funding. This does not mean you must amend a UPWP right now before an application is submitted, instead this can be done after the awards are announced, but before FTA's funding for the award can be used.

[Slide 10 Submitting an Application] For your formal submission, we will not accept applications by email, you must apply through the grants.gov process. There is a link on our TOD pilot program 2019 Notice of Funding web page that will take you straight to grants.gov, for the grant opportunity with the ID number shown on this slide. Grants.gov is a government-wide platform, and FTA does not have any control over this, so if you run into any trouble after you click on the Apply button, please use the help that is available on that site. We are aware of situations in the past where applicants found out at the last minute that they could not apply, which puts an application at risk for us to even consider. For example, even if you have applied through grants.gov in the past for a discretionary federal grant, my understanding is this can lapse after a year of

inactivity. So please do not wait until Monday, November 18 to find out if there is a problem. There is an SF 424 mandatory form to fill out, as well as the attachments shown on this slide, which have a cumulative 15-page limit that includes the Applicant and Proposal Profile. For the Applicant and Proposal Profile, please make sure you use the current FY 2019 form, and not what was available from any previous NOFO. The other attachments include a map of the proposed study area. Evidence of partnerships between the transit project sponsor and land use planning authority. And documentation of the local funding commitments.

[Slide 11 Initial Application Screening Criteria] For the initial application screening of all submissions, we are checking for eligibility of the applicant and the transit project, including evidence of a partnership. Plus completeness of the overall application, where there are boxes on the Applicant and Proposal Profile form to fill out, that allow you to provide all of the information shown on this slide, as well as other items that will be helpful to the review process. I won't go over every word on this slide, or every box on the Profile form, beyond noting that the application describes the proposed work, schedule and budget, as well as the context for why this work will be useful towards TOD planning.

[Slide 12 Formal Application Evaluation Criteria] For those applications that pass the initial screening, we will have a team of reviewers who will evaluate each one according to these three criteria that are identified in greater detail in the NOFO. Demonstrated need for TOD planning funds. Strength of the work plan, schedule and process. And Funding commitments for the TOD planning work. Each review results in an overall score of Highly Recommended, Recommended, or Not Recommended, or in some cases Ineligible/Unresponsive.

[Slide 13 Additional Considerations] Once those reviews are completed, FTA will be looking at consistency with these departmental objectives, where the NOFO provides more details. I'll just mention them generally. Supporting economic vitality, leveraging federal funding, using innovative approaches, reducing regulatory barriers, and holding grant recipients accountable.

[Slide 14 Other Factors] Other factors include Geographic diversity. Diversity in the size of the grantees receiving funding. Projects located in or that support public transportation service in a qualified opportunity zone. If you are not that familiar with opportunity zones, the US DOT web link shown on this slide offers a good introduction. Applicant's receipt of other competitive awards. And prioritization of projects with a higher non-federal share.

[Slide 15 Common Questions (1 of 4)] Before we get into the interactive Q&A period, and offer answers to your questions, we have put together four slides that contain some of the questions we have already received, before this webinar, by email or phone call. So let's go through those, first, while you think about other questions. Let's start with one that I have received several times. It will be difficult for us to get an application in by the November 18 closing date, so when does FTA expect to release the next NOFO? Once the TOD planning awards in response to this current NOFO have been publicly announced, that is when we will take a good look at not only how much is available from a Fiscal Year 2020 appropriation for the Pilot Program for TOD Planning, but how much money, if any, is left over from previous fiscal years. Our best advice right now is that if you are contemplating a TOD planning application, you should try very hard to get it in

by the November 18, 2019 deadline. And not wait for the possibility of a NOFO next year. But you still need to provide a fully-complete application, in order to be considered for an award. What is the maximum allowable period of performance, if we get a TOD planning award? For last year's NOFO, we identified the maximum period of performance as 36 months. While there is not a specific not-to-exceed maximum number of months identified in the current NOFO, we are expecting most applicant's proposed start-to-finish timeframe to be in the 24 to 36-month period. If you believe a time frame longer than 36 months is needed, please make the reasons for this as clear as possible, in your application.

[Slide 16 Common Questions (2 of 4)] If we get a TOD planning award, does this mean we must eventually pursue a Capital Investment Grants application? No. Just as there is no requirement that your project be currently in the Capital Investment Grants program, this is not a condition for your TOD planning grant. We are still in the early planning stage, and have not yet nailed down the station locations, do we have a project that is eligible? The funds available from this NOFO are not for conduct of what is commonly referred to as an initial feasibility study, or an analysis of transit alternatives. We expect that you have already done enough planning that has resulted in the identification of the transit mode, alignment, and at least preliminary station locations.

[Slide 17 Common Questions (3 of 4)] Another question, which I received in various forms. We have a BRT service in operation that does not meet the fixed guideway BRT definition in the NOFO, but are considering a possible upgrade that will meet this definition. Will this project be eligible for consideration of an award? The answer is probably yes, but you will need to explain this situation as clearly as possible in the Applicant and Proposal Profile form that you are required to submit. What are some examples for including private sector participation in the work plan? In prior years of funding, this has included engagements with not-for-profit agencies and private mobility providers in development of comprehensive TOD plans, as well as engagement of developers and real estate groups in value-capture financial strategies.

[Slide 18 Common Questions (4 of 4)] My agency received TOD Pilot Program funds under a previous funding opportunity. Are we eligible for consideration of another award? Yes, you are eligible for consideration, even for the same corridor as a previous award. Does the 15-page limit apply to cover pages and letters of support? If these are included in your application to grants.gov, the 15-page limit applies. However, FTA is not asking for, or desiring, applicants to include attachments for anything beyond what is explicitly mentioned in the NOFO. So for example, instead of a separate "cover page summary" as an attachment, please include any TOD planning study overview information in the boxes already found in the Applicant and Proposal Profile form. In regards to letters of support, FTA is asking for documentation of partnerships and local funding commitments, which might be a letter of intent, but not separate letters of support.

[Begin interactive Q&A period] If you still have some questions that we did not cover in this presentation, or perhaps not to the detail that you were hoping to see, here is your opportunity to type your question in the chat box. But do keep in mind that if you have a very specific project or work plan in mind, for which we may need to ask you some detailed questions about your situation, I welcome you to reach out directly to me, by email or phone, in the days following this webinar. So, here is your opportunity

through typing in on the chat any question that you have and one of us here will try to answer that question. I hope the 222 people have heard me. Here we go.

Question: For existing fixed guideway alignments, would the investment in Capital Projects that emerge from the TOD planning, and that we anticipate will increase corridor use/capacity by at least 10% allow the project to qualify? For example, leveraging the transit stations along the alignment to increase residential and retail service density, thus increasing the utility of the rail alignment.

>>Ken Cervenka: I think what you're really saying is that potentially the project might not qualify right now as a core capacity project. As Dwayne said, we are encouraging applications. For anything that might be a little unusual, just do the best you can, in explaining that situation as clearly as possible in your application.

Question: Can you discuss additional details on this requirement from the NOFO: "Describe how the plan will impact the opportunity zone"

>>Ken Cervenka: It's good for people to understand what opportunity zones are, so please do go to that web link offered in the presentation. We are not providing specific details on exactly how you identify the opportunity zones. But in general, if your work plan is to do comprehensive TOD planning at let's say five different stations, then you probably have some sort of buffer area around those stations, and what would be useful for us is that if any of that area falls within an opportunity zone to go ahead and identify that on the Applicant and Proposal Profile form.

Question: what contact information should we use to reach out to you?

>>Ken Cervenka: The NOFO includes my name, email and phone number. You can call me directly if you want. Chances are that you don't want to play a lot of phone tag with me. I would encourage you to reach out by email first, and either I can answer the question by email or we can set up a time where I can offer more information. If you send an email, and it is a question I'm not sure how to answer, it does give me an opportunity to do a little checking around to see how to answer that question.

Question: Does it have to be centered on a rail line or does bus count too?

>>Ken Cervenka: What it is centered around would be fixed guideway projects. So all rail lines would be fixed guideway projects. Certain types of BRTs are also fixed guideway projects. Also ferries, and such. The basic answer to that question is it is not just rail lines, it can include BRTs as well.

Question: Are fixed-guideway or BRT projects that are in a planning phase eligible for this funding?

>>Ken Cervenka: Yes, but the money is not to be used for the very beginnings of a feasibility study, a systems planning study, or what we often call an alternative analysis. What we do expect is that you have done some level of planning already where you at least know enough -- you at least have enough confidence so when you're filling out the Application and Proposal Profile form that you can tell us what is the mode, the alignment and the preliminary station locations. If you have preliminary stations

identified, and as a result of additional planning, either for other purposes or as part of an award for the TOD planning, it's possible there may be a different station location. That's fine, that's not an issue for us.

Question: What does "new capital" refer to within the context of sources of matching funds?

>>Susan Eddy: Why don't you email Ken, and he can get back to you with a specific answer, because I am struggling to find where you saw that specific word in the NOFO.
>>Ken Cervenka: I think that would be best. Send me an email or call me, I don't want to ask you more details right now on that one. But I'll do that by phone or email.

Question: Will a list of the applicants and awarded projects be published?

>>Ken Cervenka: Yes. Just like the three previous awards, once that decision has been made about what are the projects that receive an award, and the amount of funding, then that information would be put on FTA's website, including a short description of each project.

Question: In the last cycle, how many proposals were submitted versus how many were awarded?

>>Ken Cervenka: I don't have that information handy. What I will say, though, is that the last cycle, the third one, it was in mid-2018, and if you tally up the full cost of the applications, I believe it was actually less than the amount of money that was available. So, last year, we actually wound up with an under-subscription. So we did not award all of the moneys that we actually had available, which is why this year we have 19.2 million available rather than just the 10 million that's available for Fiscal Year 2019.

Question: We are doing a series of major improvements to our old rail lines, track work, station work, including the purchase of new rail cars. Would those corridors be eligible?

>>Ken Cervenka: I don't want to ask you a lot of specifics about your situation. My general advice here is that when you read the NOFO, and you see that you have a project that seems to be on the fringe of either being a project that is recently opened, or it is one that doesn't appear like it would qualify as a core capacity improvement project in the next few years, we're still encouraging everyone to make an application. Just explain your situation as clearly as you can, and make it clear to the reviewers why you see that if you receive the TOD planning funds that they're going to be useful to encouraging TOD implementation.

Question: What if there were capacity or frequency improvements to current alignments?

>>Ken Cervenka: You may be on the edge of easily fitting with the NOFO definitions. We are encouraging you to make an application and explain your situation as best you can.

>>Susan Eddy: If you want to see the definition of core capacity, look under the capital investment grant program on our website and you'll find the definition of core capacity.

Then in your application you can address how you feel you need them.

Question: Are there exceptions to the Core capacity requirement for fixed guideway. We are looking at a two-community corridor with existing bus service, but not BRT now?

>>Ken Cervenka: I want to ask you some specific questions about your proposal, but not in this webinar. So, one way I want to answer is call me or email me and explain that a little bit more.

>>Susan Eddy: I think this relates to what Ken mentioned earlier that if there is an existing bus service, but you're planning to make it a BRT. It sounds like this what you're doing in this particular situation. So you are in fact planning BRT, and can explain in your application.

>>Ken Cervenka: There is a spot on the Application and Proposal form where we're asking you to identify the mode, alignment and station locations. So, we do anticipate that you are doing some level of planning for a BRT where it's not a BRT now, that's not a problem. I'll say, ideally this would be a BRT that fits the full fixed guideway BRT definition in the NOFO. But if you are wondering if you need to have an eligible project on the ground right now, the answer is no.

Question: Can you provide clarity on eligible BRT projects? We are proposing a freeway based BRT project with stations, direct connect to express toll lanes, some bus only lanes, and coordinated land use.

>>Ken Cervenka: I'm going to offer, again, a simple general answer, and then Susan is ready to say something. We knew we would get these kind of questions, and that's why in general we are still encouraging all applications, and please be as clear as you can of your particular situation.

>>Susan Eddy: Yes, I think, again, it's pretty clear in the NOFO how we define the fixed guideway bus rapid transit. And I see in your question you had some bus-only lanes. We do not require all bus-only lanes. The definition in the NOFO says the majority operates in a separate right of way dedicated for public transportation used during the peak period. And some majority is just over 50% during the peak period. Write it up, if you have something you're not sure meets the requirements, write it up. We'll consider it.

Question: You explained that corridors for projects that have been recently completed would be eligible. What is your definition of 'recent' in this case?

>>Ken Cervenka: What we're doing this year is really the same as last year. We're not identifying a maximum number of years between today and when a project first opens to revenue operations. Something less than five years is certainly not a concern. If you have a project that's already opened, it's either two years or longer, please explain as best you can in your application why you see value in getting an award for TOD station area planning.

Question: Is there benefit to a local jurisdiction jointly applying with a transit agency to show partnership vs a letter explaining the partnership? e.g. will more points be allocated in the scoring process?

>>Ken Cervenka: You're only going to have one applicant. So, if you have a transit agency and a land use authority, there's only one applicant. You need to have enough coordination where you know who is actually submitting the application.

>>Susan Eddy: And the proof of the partnership that you both have.

Question: Regarding the section of the application that requests the "Name of the Opportunity Zones", is this asking for the 2010 census tract number for the opportunity zone?

>>Ken Cervenka: The answer is yes. I think there are 8700 census tracks in the United States that have been identified as opportunity zones.

Question: Our region is considering two applications that would support different segments/corridors within a light rail network? Is it appropriate to submit both applications this year, or is it necessary for the transit agency to prioritize one segment this year?

>>Ken Cervenka: Our advice here is to think a little bit about what we said earlier, last year we actually had an under-subscription to this funding opportunity. Our advice here is that if you have a need and desire to do useful TOD planning in more than one corridor, please feel free to go ahead and submit that as two separate applications. So yes, it is appropriate for submit both applications.

Question: Can you be awarded this grant in consecutive cycles? We want to pursue an additional corridor in our service area but weren't sure if the intention was for the initial grant to be an example for future corridors in our service area.

>>Ken Cervenka: If the question in the first sentence is you were awarded a grant last year, and are now identifying that you want to have another application, either that corridor or another corridor, yes. If it is for the same corridor, hopefully what you're doing in your application is explaining what is the value added that wasn't covered in the previous award. Just make it clear that if you're going after another application in a part of the region where you have already been awarded a grant, explain that as clearly as you can, what is that value added to you, which would help us.

Question: We have new development occurring that could support a multi-modal station. Looks like "single transit capital project station area" is ineligible?

>>Ken Cervenka: One could envision situations where you already have a fixed guideway project, and then you have an extension to that project. I guess in theory, it could probably be one station. I would have you email me so I can advise you a bit. I guess I would like to understand a little bit more here. It almost sounds like you might not even have a rail or a BRT, I can't really tell if this is like a transit center. If that was the case, it is no BRT or fixed guideway at all, that's really pushing it too far.

Question: Regarding the page limit: the 15-page limit applies to the attachments-yes? So if the SF-424 is 5 pages, then that is a total of 20 pages. correct?

>>Ken Cervenka: don't count the SF-424. The 15-page limit applies to all attachments to the SF-424. If there's something really unusual going on and you have 16 pages, I don't think we're just going to throw it out. But we really don't want to be reviewing lots

of material. That's the reason we have a 15-page limit, we are, in general, looking for a concise application.

Question: Can state funds that are being received to undertake technical studies and environmental studies related to re-zoning along the transit corridor. Studies will benefit and be used by BRT planning project. Can these funds be counted as a leveraged match?

>>Ken Cervenka: These are state funds, so they're non-federal funds. I'm more inclined to say yes.

>>Susan Eddy: The only concern would be environmental studies. Specific NEPA work. Please just have them describe how they intend to be used.

>>Dwayne Weeks: It's important to note that the TOD pilot grant funds are to be used for TOD planning around multiple station areas as in a proposed fixed guideway and not for project planning work. And if local match funds are for project planning type work, then they're technically not eligible, so let's keep that in mind.

Question: Would an eligible activity include development of a comprehensive, searchable database to allow participating agencies and partners to understand the underlying conveyance history and associated requirements for properties associated with TOD projects?

>>Susan Eddy: It's a tool, obviously could be helpful to some people. If that was the only product that was going to be produced from this work, I think that's somewhat marginal, because you do have to address all six aspects. If this was one of a half a dozen deliverables, it might be considered.

>>Ken Cervenka: I'm going to have to ask you to give me a call. I need to ask you some questions, where I would be asking you whether this is related to just a particular transit project, and particular stations, and not like an entire region, or potentially multiple regions? We can't provide an easy yes to that one, sorry.

Question: The program is to fund comprehensive planning, but at the same time you also mentioned that FTA expects applicants to have already completed enough planning to identify alignment and preliminary station locations, but not to propose work that can be funded under a capital grant. Can you please speak more to this?

>>Susan Eddy: We want those who will be benefitting from this grant to do TOD planning, not planning specific for the capital investment grant program. So, if you were going to apply for a capital investment grant to construct the project, there is required NEPA work to do, required ridership information, and we are not going to fund that specific work with this TOD planning grant. This is to study land use planning in the corridor, not to meet all the requirements for submitting a CIG grant.

Question: I have a similar question to Ms. Beith. New developments within a TOD area but surrounding a single transit station (rail), only difference is that in our case the station stop is existing.

>>Ken Cervenka: That is really pushing it a bit too much in terms of our interest in comprehensive TOD planning for a corridor. One infill station is pushing this too much.

When we say a corridor, if you've got a project with 20 stations, we're not saying you have to look at all 20 of those. There's a question on the form that indicates that if you're not considering all stations along a transit project to explain your situation.

>>Susan Eddy: Typically this was not meant to fund single station area planning.

Question: Since many stations on our corridor have different needs, if there are tasks that focus on a single station to meet those specific needs will that be acceptable in the scope, assuming there are other tasks that cover the entire corridor?

>>Ken Cervenka: I'm not sure there's a problem there. I'm going to tentatively say yes.

>>Susan Eddy: I think you should write it up. In the past, we have funded projects where they look at the whole corridor at a certain level and then look at selected stations, sometimes representative stations for higher density, others for lower density. So, it could be that you're studying different parts of the corridor to a different level of detail.

>>Ken Cervenka: I just can't see any problem with what you're asking here.

Question: Can state funds be leveraged as part of local match-funds to undertake technical studies that would be used for the proposed project?

>>Ken Cervenka: If your question is, are state funds local match? The reality is it is a non-federal match. I think you'll see on the Application and Proposal Profile form the words local match and sometimes you'll see the words non-federal match. So the answer to that would be yes, the state funds are a part of the, quote, local match.

Question: Can we see if there are copies of previously successful applications available to review?

>>Ken Cervenka: We've received this question in the past. The only guidance that we can really offer you here would be to contact the winner, and ask for that. I think we're somewhat required to note that if we ever have information that you think you have a right to, you can do a FOIA request.

Question: Eligibility for applications... I missed the first 10 minutes... is it state, county, city, private developers and business owners?

>>Ken Cervenka: You're referring to eligibility of the applicant. The key thing here is that this would be an agency that is already an FTA grantee. So, I think all transit agencies would fit that. And I think just about all MPOs would fit that as well. You're asking about private developers and business owners, they would not be an FTA grantee. Keep in mind here that if you're helping someone else out, ask them if they are an FTA grantee.

Question: It looks like the SF-424 has some character/word limits in most of the text boxes. If we download the form to draft and 'test' our answers, and the text box limits or cuts our response when full, is that the same limits that will be in the online form? Is there another way to know what are the max words allowed is for each response?

>>Ken Cervenka: If you are wanting to say more on the SF-424 form than it seems to allow, don't get too concerned about that, focus on the information requested in the Application and Proposal Profile form.

[Note to the readers: this question was determined later to be about the character limits for the Applicant and Proposal Profile form, rather than the SF-424 form]

Question: Would an envisioned Autonomous Vehicle route/service acting similar to light rail be eligible for funding?

>>Ken Cervenka: Someone asked me a question similar to this, but all I could do was really scratch my head, and ask them to give me some more specifics. I think it's probably better for us not to make a blanket statement about autonomous vehicles. If you want to submit an application, you can certainly do that, we will consider it. But I don't think we've ever gotten one about autonomous vehicles. If you submit you're going to have to put in a pretty good case in the application about this.

>>Susan Eddy: And it would have to meet the definitions in the NOFO. So look through the definition, whether there's a driver or not.

Question: Not sure if this has already been addressed: Could this program apply to TOD planning/development around highway park and ride facilities?

>>Ken Cervenka: I'm guessing you're referring to a park and ride that might be served by express buses. Or potentially not any transit. Yeah, I can't see how that could be stretched into being a station that is part of a fixed guideway project. A park and ride is fine if it is part of a station that's part of an eligible project. The way this question is asked, I can't determine that.

Question: Any limit on the page size of the map submitted?

>>Ken Cervenka: You're asking like 11X17? How about we say in this public forum, we would prefer you keep it down to 8.5X11. If you just got too much information to tell us, we don't see that to be a problem to have 11X17. But, try to be more concise on that. We won't throw it out, if it's larger than 8.5 x 11.

Question: For clarification - Single Station Area Plans are not allowed, but the project can propose to do multiple station area plans as long as they are on the same fixed guideway alignment.

>>Ken Cervenka: Yes. I've gotten similar questions before, like here's 20 stations, and we previously had an award for some of those stations, now we want to do the rest. Ideally, we are wanting the stations to be adjacent to each other. But if that is not your case, that there may instead be stations that are not adjacent to each other, that you're skipping a few, just explain that as well as you can in the application.

Question: Do spaces count as characters?

>>Ken Cervenka: I think they do. We were very liberal, I think, in providing character spaces. You'll be able to easily find that out when you open the supplemental Applicant and Proposal Profile form. When you type in a box it tells you how many characters you have left.

Question: Can local budget funds for related work be included in the match if work is beginning in early 2020?

>>Dwayne Weeks: Depends on what related work means. If it is work to develop a project, then probably not. But if it is work to do transit orient development planning, then yes, it is. We would need additional information to define if that local match works.

Question: My question about space limits on the SF-424 form WAS really about the supplemental/profile form - same Q about space limits? The question formats take up a lot of space. Do you want to see the budget and schedule in the form's 'textbox list' format, or note on the form to see separate page?

>>Ken Cervenka: I think we left a sufficient number of character spaces on the supplemental Application and Proposal Profile form. If you are running into some difficulty there, send me an email, and I'll look into it. We would prefer you not do something like have a separate attachment that would be a work plan. Really think in terms of being a bit on the concise side. I think we were very generous with the space, and even increased it from last year's NOFO.

>>Susan Eddy: If you can't fit it in the space provided, you're likely going into too much detail.

Question: Based on your answer on Autonomous Vehicles, could the TOD planning explore the feasibility of a variety of service types? Light Rail, BRT, Etc.

>>Dwayne Weeks: Just to clarify, this isn't for alternative analysis. We're not looking at comparing autonomous vehicles, light rail or streetcar in a corridor, it is for comprehensive planning around project station areas. So, no, it's really not about looking at the feasibility of different service types.

>>Ken Cervenka: I think the word feasibility is the bothersome one here. I'll re-emphasize if you have work planning activities, pay a lot of attention to what we call the six aspects stated in the NOFO, that you are to focus on those. As I mentioned before, we're expecting enough has happened where the preliminary stations have been identified. Contact me if you want me to offer more information.

Question: On impacts to opportunity zones...seems like you are looking for us to convey how are projects will positively impact these zones?

Yes. I don't want to push this further than we can, but there's a lot of interest for a lot of different projects and programs to really understand the connection they have with opportunity zones.

Question: Is Ped/Bike access and safety planning/PE on routes between TODs and Stations considered an eligible expense?

>>Dwayne Weeks: If it's part of a comprehensive planning exercise to look at Transit Oriented Development and you're looking at pedestrian or bicycle access and you can make the case, sure. But it can't be a separate pedestrian and bike study, with preliminary engineering. It's got to be part of a comprehensive planning exercise for a Transit Oriented Development.

>>Ken Cervenka: The six aspects to be addressed include to facilitate multimodal connectivity and accessibility, and increase non-motorized access to transit hubs. Stay

away from the words preliminary engineering. If you have station area planning that you're doing, and part of that relates to what might be done to increase non-motorized access and facilitate this connectivity and accessibility, then those are legitimate expenses.

Question: What are you looking for with regards to establishing performance criteria?

>>Ken Cervenka: Just tell us as best you can what you would like to tell us. I don't want to speculate on that. These are what you want to tell us is a benefit of this comprehensive TOD planning exercise.

>>Ken Cervenka: The last slide shows my name and phone number, feel free to follow-up with me if you still have questions. My only closing comment is we are encouraging people to make applications this year. It's too early for us to say what might happen next year. So, unless you are not ready, and can't put together a completed application, we would rather you go ahead and submit by November 18th.

>>Dwayne Weeks: Thank you all for your interest in dialing into the webinar and your very thoughtful questions. We really appreciate hearing from everybody, and for your attention during this timeframe. Good luck on your applications, again, we have \$19.2 million this time and we may receive an additional appropriation. We're really looking forward to funding some good Transit Oriented Development comprehensive planning around fixed guideway project station areas that are in various stages of planning or implementation, or wherever you are. So, be creative, be thoughtful, submit complete budgets, be outcome oriented, at the end of the day what are the benefits that will accrue because of the transit oriented development multi-modal planning and station areas, pay attention to the criteria in the NOFO, and keep it kind of succinct. And we would be happy to entertain all applications. And if you come up with other questions, or ideas, feel free to email or call Ken later. Don't wait until the day before, put your applications together early, and be good, thoughtful, and diligent about it, and good luck. Thanks, everybody.