

>>Bruce Robinson: Before we begin, I would like to make it clear this webinar is for public transportation industry stakeholders and not the media it is considered off the record. I would like to introduce acting administrator K. Jane Williams. Since 2017 she has focused on the secretary's priorities. Largest grant programs in the department. Now like to turn the webinar over to acting administrator Williams.

>>K. Jane Williams: Thank you, Bruce, good afternoon, I hope you, your loved ones...last week, as you know, I joined secretary Chao to announce FTA's progress in implementing the \$25 billion transit funding under the coronavirus aid -- Coronavirus Aid, Relief, and Economic Security Act of 2020, more than 16,040 joined demonstrating the tremendous interest, how we will administrate the CARES Act emergency funding. Similarly, I know that 500 available in today's webinar filled very quickly, so we added an additional 500 seats today, and plan to announce additional webinars this week for your colleagues who are unable to join us today. We will also post this webinar to the FTA website [www.fta.dot.gov](http://www.fta.dot.gov). Last week, FTA posted CARES allocation. Right before Secretary Chao announced the funding. Now you can apply in TrAMS for critical resources, we know you desperately need to fill the gap left by ridership and revenues in the wake of this emergency. A total of \$22.7 billion has been allocated to large and small urban areas, and \$2.2 billion to rural areas. Funding will be provided at 100% federal share with no local match required. And will be available to support operating expenses, including administrative leave to pay frontline workers and capital expenses under those programs to prevent, prepare for and respond to COVID-19. And that is the reason for today's webinar. My staff -- and answer your questions about what is eligible and how to access funding. COVID-19 is certainly having an impact on transit systems and workforce across the country, and the transit industry is facing -- while keeping staff employed, and paid. Believe me, we know and greatly appreciate the support you provide to transit passengers like healthcare workers, grocery workers, and many other performing essential roles. Today, FTA's aware that more than 979 transit employees have tested positive for COVID-19. And as I said last week, the partnership between FTA and the transit industry has never been more important than it is right now. And that while we are facing one of the biggest challenges we're likely to see in our lifetime, we will get through it together. Finally, I would like to give a shout-out to my FTA staff for the incredible work they have done already to get this funding into the hands of the states and urbanized areas that really need it. We have seven days to implement the CARES Act funding, although many thought that was impossible, I was confident we could do it. In fact, we did meet that challenge and posted our apportionment table a full day before the deadline that Congress gave us. This was a lot of work completed on an extremely short timeframe. I continue to be very proud of my staff who have worked around the clock to set up this funding to help you get through this health crisis. We want to get this funding to you as expeditiously as possible. So let me turn the call back over to Bruce to get started. Please be sure to take care of yourself, and your loved ones, and thank you again for all you are doing to keep America moving. Bruce?

>>Bruce Robinson: Thank you, Jane. Before we move on to the details, I would like to remind everyone who has just joined this webinar that this is for transit industry stakeholders and not for the media, all comments are considered off the record. Now I

would like to turn over to John Bodnar director of transit program.

>>John Bodnar: Thank you, Bruce. Today we're going to talk about the urbanized area formula program and the emergency relief program all of which are in my office and how the CARES Act relates to all three of those FTA programs. Before I continue, I just want to make sure that everyone is aware that this session is being recorded. There is a Q&A pod where you can submit written questions at the end of the presentation, we will have time for some of the questions. So, if you'd like to ask a question during the course of this presentation, please type your question there. And for those of you -- I will be trying to give the slide number every time I change a slide so that you are aware what slide we're on. So, with that, move on to slide 2. We're all very aware at this point that since December, the novel Coronavirus has been spreading and more than a million have tested positive for COVID 19. Transit providers have seen a traffic decrease both in ridership and in revenue while at the same time they are incurring costs for health and cost for safety in order to protect their employees and the public. Two Fridays ago, March 27, the President signed the CARES Act into law, which provides more than \$2 trillion to support a variety of industries, including the transit industry. The CARES Act does provide \$25 billion in funding to support the transit industry response to COVID-19. That \$25 billion is divided up into a couple of different grant programs that FTA manages. The first being urbanized area formula program sometimes referred to as the 5307 program. 22.7 billion of the 25 billion that was appropriated will be administered through the formula program. Another \$2.2 billion will be administered through the rural area formula program with 30 million of that for tribal transit formula grants. \$75 million that is available through CARES Act for FTA administration and oversight expenses. The CARES Act does reference the state of good repair formula. However, the state of good repair program is only mentioned so far to calculate the amount of funding that will be apportioned to various areas around the country. All of the funding that is calculated through the state of good repair for the program will be administered under the urbanized area formula program so there is no separate state of good repair fund available through the CARES Act. However, projects that are eligible under the state of good repair program are also eligible under the urbanized area formula program. Let's talk about what types of projects are eligible for CARES Act funding. Starting on January 20th, 2020, all of the activities that are normally eligible under the urbanized area formula program and the rural area formula program are eligible for CARES Act funding. I'm going to repeat that. All activities that are normally eligible under the urbanized area and rural area formula programs are eligible for CARES Act funding. While the primary intent of the CARES Act funds is to support operations during this troubling time, CARES Act funds can also be used for planning expenses as well as capital, which includes preventive maintenance, rolling stock purchases, equipment purchases, and things like that. On slide 5, we get a little more detail on what operating expenses are eligible. The CARES Act does make operating expenses eligible for all FTA recipients, so it's not just rural area and small urban recipients, but also large urban transit systems as well. For expenses beginning on January 20th, 2020. When I talk about operating expenses, what do I mean? For one, the CARES Act does specifically make administrative leave an eligible expense. If your transit system had to put administration staff on administrative leave because reduced service or you had staff

that needed to quarantine as a result of COVID-19, those expenses are eligible for reimbursement with CARES Act funds. Other operating expenses would include things like drivers' salaries, supplies, personal protective equipment, fuel and other expenses related to keeping your system operating and maintained on a day-to-day basis. There is no limit on the amount of CARES Act funds that may be used for operating expenses, and conversely there is no limit on the amount of funds that can be used for capital expenses. There is also no limit on the amount of funds that can be used to pay for paratransit service. Charter service which normally wouldn't be an eligible expense under FTA's programs is eligible if the charter service is implemented in order to directly deal with the pandemic. So you can use these types of services for up to 45 days without -- waiver requirements from FTA. Before we move to the next slide, want to provide additional context to the term lost revenue referenced in the CARES Act. So FTA cannot pay for a theoretical amount of lost revenue that might have been projected based on fares or tax revenue. However, FTA can pay for actual operating and capital costs no matter the amount of revenue your system receives during this time as long as you subtract the fare revenue that you get from the total operating expenses. So, for example, if your fare revenue is down by \$100,000 this quarter from expectations, FTA can't write a check for \$100,000 without a specific project as a destination or justification for that funding. However, that lost revenue of \$100,000 that would have gone towards paying for operations can be made up for with CARES Act funding. Now to slide 6. And here I'm going to talk about some of the interesting features of the CARES Act funding. First of all, 100% of your eligible projects can be paid for with CARES Act funds. So, 100% of your operating -- eligible operating expenses, eligible capital expenses. 100% can be paid for with CARES Act funds. Furthermore, the CARES Act allows expenses dating back to January 20, 2020. Preaward authority set at January 20th, 2020. We've gotten a few questions from our recipients on whether or not they can begin carrying eligible costs before they update -- if your phones are unmuted, can you please mute your phone. Thank you. We have gotten a few questions as to whether or not a grant needs to be updated in TrAMS prior to incurring expenses, to be eligible for CARES Act funding. The answer is no, as long as that expense occurs after January 20, 2020, it is eligible for reimbursement through CARES Act funding. Furthermore, the CARES Act makes these funds available until expended. So there is no lapse date. We certainly encourage recipients of CARES Act funds to use the funding expeditiously, just because the funding is available now does not mean that Congress could not rescind it at a later date. So while the need is here, we do encourage all recipients of CARES Act funds to go ahead and use it. However, there is no last date for these funds, and they are available until expended. Moving on to slide 7, the CARES Act also stipulates that all of the normal requirements of the federal transit program applies to CARES Act funding. In fact, the CARES Act specifically calls out Department of Labor service as one requirement that must remain in place for the CARES Act funding. So we do recognize that DOL certifications add some time to how long it takes to get a grant obligated, and I can tell you that FTA leadership has been in contact both with Department of Labor and some of the major unions to discuss ways in which DOL certification can be expedited, which may include rapidly replying on grants before the deadline if there are no issues with that grant. So we are going to try to work on that and get DOL certification moving as quickly as possible. Furthermore, there will be a new

split letter required for CARES Act funding. This is a very significant amount of money. And a lot of FTA recipients will be able to pay for activities that were previously ineligible under their programs. So, we do need for split letters to be -- for CARES Act funding that separate out the CARES Act funding from other types of funding in the letter. So they need the CARES Act funding to be expressly noted in the split letter. And furthermore, we received a few questions on inner city bus. The inner city bus requirement for rural area funds does apply. So, the governor would either need to provide documentation that all inner city bus needs have been met or funding would need to be put towards inner city bus projects according to the requirements and law. Moving on to slide 8, while most of the standard requirements do apply, there are a couple of exceptions. Namely, for the tip stip and the long range transportation plan. So any operating expenses that are paid for with CARES Act funds do not need to be in the tip stip or the long language transportation plan. Neither do capital expenses that don't involve a substantial change to the location, function, or capacity of an asset. So what this means is that activities such as preventive maintenance, or bus replacement do not need to be in the tip stip, however, if you're using CARES Act funds to let's say expand your fleet or expand a facility, those projects would need to be in the tip stip in the long range transportation plan. So, for some more information on how you can request a waiver from some of these requirements, I'm going to turn the presentation over to my colleague, Tom Wilson. Tom.

>>Speaker: Thanks, John. Just a moment to remind everyone that if you have a question, a comment, or some other issue, please use the Q&A box, and send us a question, we will answer those towards the end of the session today. So, I am emergency relief program manager. If you've heard of our program it's probably because the role it's played in helping financial system to rebuild and recover after Hurricane Sandy, for instance, in 2012, or Harvey, Irma, Maria, and of course, we'll soon have out some allocations for our 2018 disasters. Beyond that, periodic funding program, we also have a set of tools that we can use, and those have come very useful for us during this COVID pandemic. As you can see here on slide 9, one of those tools is our emergency relief docket, through which grant recipients can request a waiver from FTA requirements, and John has mentioned that some requirements have already been waived. So that includes the rules that require competitive bidding, there are some things that have already been done. As you can imagine, we want to empower you to act quickly in an emergency situation. And with the current pandemic, the emergency relief docket is going to be most appropriate for those of you who need to ask for additional regulatory or statutory relief that's above and beyond what's already provided based on your specific circumstances. It is a web-based tool. So you see we have a link, hosted at [regulations.gov](https://www.regulations.gov), and if you want to view the docket, or submit to the docket, you'll need that identifying information there, which is FTA-2020-0001. But of course if you wanted to get there from our website, it will link you directly to the FTA docket part of that [regulations.gov](https://www.regulations.gov), and so that's available from our emergency relief program page, as well as the special page that's been set up for information about the COVID-19 and CARES Act. So, we do ask that if you have a waiver that you want to submit, that you discuss that with your regional office first. There's a couple reasons for that. One of them is we can help you determine whether you actually need to ask for a

waiver, might be something already allowed under the program or something that we've already waived, such as the ones I've already mentioned, secondly, there are some things that FTA just cannot waive at all, because they come from general federal regulations, or something DOT-wide. So we don't have that authority. So if you will discuss that with someone at your regional level, what you're looking for -- looking for. Otherwise, you can use that to ask for additional relief from FTA regulations. Now, the docket is not meant -- to ask general questions. So, you wouldn't use it to ask when does the -- to be in, for instance, or to make a general comment. FTA response mail is more. I would encourage you to use that. You can certainly ask those kinds of questions there, and there is a staff that is working on those constantly as they come in. We have a staff that's dedicated at that email address and getting those answers for you. I'll encourage you to use that. Of course we've already gotten quite a number of questions in the past weeks, we've already answered those and may be able to give you a response that has already been approved there. So use that as your kind of your first line. But even before that, you can check out on the website the FAQs, we've had quite a number of questions that have come up again and again. And so you can check those out, the website before you have to take the effort of sending an email. Now we're going to move on to slide 10. So I mentioned that we have a lot of different tools that we can use underneath the emergency relief program. So another one that we have that's allowed to us in our statute is to give the recipients urbanized area formula grants and grants for rural areas, our sections 5307 and 5311 to give them the flexibility of funds for expenses that are related to a declared emergency. And so we are in a declared emergency that's going to mean one that is either a major disaster declaration from the President or where there's an absence of that, a state of emergency declared by the governor or state of territory. And so, at this point all states and territories in the US have at least a state of emergency declared on state level. And most of our states are getting now major disaster declarations from the President. Seems they are working through a list of those, and doing a handful each day. And so it could be that we will -- each state, unless that gives us the beginning time for the disaster, the incident start date, and so that will be January 20th, major declared disasters. So on March 13th, 2020, at that point we weren't sure yet what Congress would do for relief for this pandemic, and so our acting administrator, Jane Williams took those tools available to us right then and put those to work and announced that we were going to expand eligibility and increase the federal share for the urbanized area and rural area formula programs. And at the same time she also announced we were going to concur with any of those state of emergencies declarations so you could take advantage of those. I mentioned that the law -- program that we are section 5324, for those who like to keep up with that sort of thing, it gives FTA the authority to grant authority to recipients of 5307 and 5311. What about other programs beyond those? That's one question we received a lot, and I'm sure we'll get that question today. But our federal transportation law does not provide us similar authority for other grant programs. That is what's written into the law. And that is what we had done to the maximum extent we can. At the same time, of course, the CARES Act is now available, and offers 100% federal share, and some of the other benefits that John was talking about. So with that in effect, obviously I think that most transit agencies are going to naturally want to take advantage of the increased federal share and eligibilities, but it's also possible that some of you may exhaust those funds at

some point and need the flexibility that's afforded under the emergency relief program, so that's going to remain as a tool that we're going to have those flexibilities that were announced for those formula funds coming through 5307 and 5311. So that's my piece of that. I'd like to now turn it over to our colleague Joshua Kamp in the office of Program Management, he's going to tell you a little bit about how we do this through TrAMS.

>>Speaker: My name is Joshua Kamp. Regarding the CARES Act, there are no structural or operational changes in TrAMS. The work flow remains the same as any 5307 or 5311 program. However, the specific coding of CARES Act funds in TrAMS is new, and needs to be entered correctly for funds to be received timely. First, let me clearly advise because there have already been a couple questions on this item, entry for CARES Act funding in TrAMS must be set of a new application. Request for funds cannot be aligned with an existing award. As indicated by the appropriation code of 29, the CARES Act appropriation is distinct. Second, the limitation codes for CARES Act funding in TrAMS are new and unique to the CARES Act. The correct limitation or code must be entered properly for the timely disbursement of funds. Through the process of guidance when drafting slides for this webinar, several planning discussions were held that involved budget leadership, policies -- input from designated leaders in the regions. Each agreed upon emphasized, which is why I reiterate it now, CARES Act funds must be separate from existing funds awarded. To set up in TrAMS for a new CARES Act application by distinct appropriation code and limitation code was established for this purpose. Further, an accurate account classification code set-up will provide for timely award in TrAMS and subsequent drawdown in ECHO. There are a few reminders I wanted to mention about the electronic clearinghouse operation web application. As time is crucial, it will be helpful to be aware of timing associated with requests in ECHO. First, payments are only processed twice a day on established business days. Second, the drawdown request made by 2:00 p.m. Eastern Standard Time will usually be fulfilled by the morning of the next business day. Third, a single request exceeds \$50 million a notice must be provided to treasury via the FTA office of budget and policy -- calendar days before funds can be issued. Additionally, drawdowns need to be made for immediate disbursement. ECHO is programmed to monitor the length of to be able available funds fits in the ECHO application. As mentioned and reiterated CARES Act funds are accounted for on their own. In support of the COVID-19 response, FTA established an additional avenue of support through the emergency relief fund. Emergency relief funding needs to have a distinct identifier, as well. The -- code as indicated in the table is set at ER (LIM) please reference the emergency relief guidance that Tom mentioned, again, additional information. Unlike the CARES Act funds, the emergency relief avenue can be an amendment to an existing 2020 award. The transfer from an existing -- to the relief is presented in the table, which is also consistent with the emergency relief guidance. Thank you, and let me send it back over to John.

>>John Bodnar: Thanks, Josh. I got it, Josh. Don't worry. Okay, thank you, Josh. So, I'm going to leave you now with some additional resources that you have at your disposal before we get into the question and answer period of this presentation. So here are some of the resources that you have. First of all, we're going to be doing four webinars this week, including the one that you're logged onto right now. We will be doing

additional webinars tomorrow on Tuesday, April 7th, on Thursday, April 9th, and on Friday, April 10th. The announcement for those webinars with register links will be going out shortly if it hasn't already. They will be advertised as being targeted towards the webinar tomorrow will be targeted towards urbanized areas, and then later in the week we'll have one webinar targeted towards state and rural recipients, and then another one for tribal transit recipients. If you are logged on to the presentation today, you do not need to sign up for another webinar, the content will be the same. We are just trying to group similar recipients together for the purposes of Q&A, and making sure that we are able to have space for everyone. As you know, it was difficult to obtain a registration for this webinar today. Additionally, there is FTA's website, go to [transit.DOT.gov](https://transit.dot.gov), what we're doing with the CARES Act and in response to COVID-19. The webinar that we're doing right now, all going well, will be posted for view this afternoon. If you wanted to send a link to any of your colleagues, you can certainly do that. We have a series of FAQs that are posted on the website regarding the CARES Act and COVID-19 response. And there are many more FAQs in development that will get posted as soon as responses are approved. So check back regularly for more information in the FAQ section. And we also have the CARES Act apportionment tables for urbanized areas, rural areas, and tribal transit available now on the website. So you can go there and see how much CARES Act funding your area will be receiving. We will also be publishing a CARES Act apportionment notice in the federal register. So keep an eye out for that. That will get published as soon as we can get it into the federal register. And finally, how do you ask questions to FTA? Was, as you might expect, we are getting a lot of questions. The most efficient way for you to get a response is to submit a question via email to [FTA\\_response@DOT.gov](mailto:FTA_response@DOT.gov), if it is about federal requirements or eligibility. That will allow the people that are monitoring that inbox to get the question to the right office to develop a response and get it back to you. If you have questions about ECHO, you can send an email to [FTA.ECHO\\_web@DOT.gov](mailto:FTA.ECHO_web@DOT.gov), and they'll be able to help you with your ECHO issues there. So that concludes the prepared portion of the presentation today. I am now going to turn the floor over to Bruce Robinson to begin the Q&A session.

>>Bruce Robinson: Thank you, John. As you may expect, we have a number of questions that have been submitted here in the Q&A box. You can continue to submit questions there. Though we won't be able to answer all the submitted questions during this call, partly because of time, partly, some of them may require some research before we can respond to you. We will capture those questions and work to address them. And we will continue to post new answers to frequently asked questions on our website. Our first question is is the cares funding in addition to our normal 5307 formula allocation?

>>John Bodnar: This is John, the answer is yes. All of the previously apportioned 5307 funding remains in place, CARES Act funding is in addition to what has already been apportioned.

>>Speaker: Since funding is -- federal, does it matter in TrAMS whether the identified projects other than broadly in operating capital, should we estimate preventive maintenance planning, et cetera?

>>John Bodnar: This is John again. Yes, you should identify specific projects in your grant application. That's required for oversight and record-keeping purposes.

>>Speaker: We have several questions related to lost revenues, the basic question is will lost revenues will able to be claimed by agencies?

>>John Bodnar: John again. With the -- FTA cannot fund a project that doesn't have a specific eligible expense associated with it. So, by CARES Act funding being available to fund any projects that would normally be eligible under 5307 or 5311 funding, regardless of the amount of revenue that a recipient receives, that is in effect replacing the lost revenue with CARES Act funds.

>>Speaker: We have a question about with the additional CARES Act funds, are we still eligible to use our normal 5307 funding at the previously announced 80%/20% split?

>>John Bodnar: Yes, that increased share and expanded federal JISHT announced on March 13th remains in effect. And you can use your previously apportioned funding for the purposes described in that announcement.

>>Speaker: The next question, eligibility under 5311, are administrative funds normally at 80%, 20% eligibility at 100% federal share?

>>John Bodnar: I'm going to see if Mary Ann stock, the chief of the rural and targeted programs division is available for that question.

>>Speaker: This is Mary Ann, sorry, I was muted. The answer, about eligibility of administrative funds is that administrative funds are eligible under the CARES Act.

>>Speaker: The next question is what kind of documentation do providers need to submit relating to COVID-19?

>>John Bodnar: It depends on which funding you're trying to use for a project. If you're using CARES Act funding, then all projects that are implemented using CARES Act funding are considered to be in response to COVID-19. So there is no special documentation. You would just need to show that you're complying with all federal requirements, and that you are requesting funding according to our preaward authority date of January 20th, 2020.

>>Speaker: There are several questions related to which codes to use in programs. Rather than try to answer that through the webinar, reach out to your regional office who can assist you with the actual grant-making process rather than identifying here. The next question, are capital items restricted to only being COVID-19 related?

>>John Bodnar: No. For projects funded by CARES Act funds, any of the projects that would normally be eligible under -- urbanized area, and rural area formula programs are



eligible CARES Act funding. So, you do not need to draw a direct link to COVID-19 response. That means you can -- for capital expenses, you can replace vehicles, purchase equipment, repair facilities, all of those types of things are eligible for CARES Act funding.

>>Speaker: I think it's tied to that question, is there a start date in terms of when those funds are eligible?

>>John Bodnar: All right. So, the preaward authority date of January 20, 2020 is when costs can be incurred for those types of projects. So any expenses must be after January 20, 2020. Next question is under the urbanized formula program is the is% security expense still required with CARES Act funds?

>>John Bodnar: That's a question that we have received, and we're working on getting a response to that. I do not have a response today, though. We will post that on FAQs website as soon as we can.

>>Speaker: There are several questions related to forming a grant, for example, can -- are new grants required for operating assistance, or can an existing grant be amended?

>>John Bodnar: I'll defer to Josh on this question.

>>Speaker: Thank you. Bruce, may I ask you to please repeat that question?

>>Bruce Robinson: I think the question is is a new grant required for CARES Act funding?

>>Speaker: Yes. They need to be submitted as a new appropriation, 29, needs to be submitted with its own application, award -- [Audio Difficulties] trying to set that up, so that way it will be smooth and as quick as possible for funds to be received.

>>Speaker: We have another question related to eligibility, what about mobility management projects which are considered capital, are those eligible?

>> Yes. So that is eligible under the urbanized area, so it is definitely eligible there. Mary Ann, are those projects eligible under the rural area program?

>>Speaker: Yes, they, and they would be eligible [indiscernible].

>>Speaker: Is the question is about incidental use, meal delivery WP transit vehicles, is that permissible, or does that require a waiver from the docket?

>>Speaker: I think we are going to need to answer that through the Q&A that will be developed.

>>Speaker: Can we pay for operating expenses incurred as identified under the

urbanized circular or COVID-19 related operating expenses?

>>Speaker: CARES Act funding can be used to pay for all operating expenses, as of January 20, 2020. Any project undertaken since then using CARES Act funding is considered to be in response to COVID-19. Reduced revenue has affected the ability of recipients to fund any project. And so operating projects as of January 20, 2020 are eligible for CARES Act funding.

>>Speaker: The next question, any normal fixed -- eligible expense, eligible operating expenses, yes, they would be eligible underneath the CARES Act. We have a question can CARES Act funds be used as match for other FTA programs?

>>Speaker: No, they may not.

>>Speaker: We have a question, are split letters required by a particular date?

>>Speaker: There is no dates associated with those split letters to my knowledge. But CARES Act funding can be distributed to direct recipients without it. That's needed to get everyone in the urban area or state the funds that they need.

>>Speaker: Question on buy American. Has buy American be waived?

>>Speaker: No. Buy America has not been waived.

>>Speaker: Question about operating as to whether any special documentation requirements are required for the operating funds?

>>Speaker: For details on that, I would suggest that you consult our urbanized area formula circular. That's FTA circular 9030.1 that will have the requirements of operating expenses there.

>>Speaker: We have a question that's going to be opposite of what a previous question, can we put an application in TrAMS encompassing only CARES Act funding as the grants are on hold until they have the stip in place. And actually, you are required to put an application in TrAMS for only care act funding. You cannot mix your CARES Act funds with your normal Fy 20 appropriations as Josh mentioned earlier. Scroll through some of these questions here. The question is whether the CARES Act is applied for under 5324, or 5307?

>>Speaker: Administered under the urbanized area program and the rural areas...program, so you would apply to them under those two programs and not the emergency relief program.

>>Speaker: We have a question that might be helpful to some others on the call. Please explain what is a split letter.

>>Speaker: So, a split letter is submitted by a state or designated recipient that has an agreement of all the direct recipients in their area that they want to receive funding directly from the FTA. Basically how that area -- FTA how to split up the funding within their urbanized area or state.

>>Speaker: There are several questions related to the 5337 state of good repair funds. The question was can we clarify if the amounts are limited to fixed guideway operators? I can answer this question. The Congress directed us to use the 5337 formulas to apportion funds to the urbanized area program. However, those funds do not need to be used for state of good repair purposes. It was a mechanism to determine how much funding would be provided to each urbanized area. There's a question related to the CARES Act apportionment tables, does it include funding authorized under the FAST ACT...the answer is those are only additional funds. There's a question of whether there's a distinct -- FDA number assigned for CARES Act funding?

>>John Bodnar: This is John. There is not a separate...number. Should be able to use it by CFDA number.

>>Speaker: Can cares funds replace state and local funds that will be cut? The answer is, yes, that's one of the primary purposes of the CARES Act funds is due to the economy, the expectation is that there will be difficulty funding public transportation with local resources, and that's why we're providing federal resources at 100% share. I think we have time for two more questions. Will fuel be an eligible expense now?

>>John Bodnar: Yes. Fuel is an eligible operating expense.

>>Speaker: And the last question is when can we start submitting the grants?

>>Speaker: Today.

>>Speaker: I want to thank all presenters, thank all of you for participating in the webinar. We will be as we've noted providing additional information frequently asked questions on our website. You can also ask questions through the FTA response at [data.gov](mailto:data.gov) email. You can have discussions with your regional office, if you have questions about how much funding will be provided to you as a transit agency, you can have discussions with your designated recipient or your state Department of Transportation. So, we encourage you to use these resources that have been provided, and we thank you for this participation in this webinar. Thanks, everyone.