

>>Speaker:

Good afternoon everyone and welcome to the Fiscal Year 2019 Grants for Buses and Bus Facility Program Application webinar. My name is Mark Bathrick and I'm the acting Division Chief of the urbanized area programs and FTA's Office of Program Management and I'm joined by my colleague, Tara Clark.

>>Speaker:

Hello.

>>Speaker:

Today we will be going through how to apply for the FY 19 round and also discussing the application process, what we will look for your application and then at the end we will have an extensive Q&A for all those participating this afternoon as well as the opportunity to download the presentation slides so as you go through and listen to the presentation keep track of the questions because we will transition to a larger template to type those and to address those as they come in.

Getting started as I mentioned we will have a brief overview of the program, we will then quickly go over the previous competitions. This is the fourth year of the grants for buses and bus facilities program so we can provide you some context not only about how competitive the program is, but also the types of applications we've been receiving over the past several years. We will then discuss in detail eligibility criteria as well as highlighting the evaluation criteria found in Section E of the notice unless discuss the application submission process pitfalls to avoid and as I mentioned the extensive Q&A at the end. Let's start with the program overview. Under Section 5339(b) of title 49 of the U.S. code the grants for buses and bus facility program is implemented to assist in the financing of buses and bus facilities capital projects in particular looking to replace, rehabilitate, purchase or lease buses or subsequent bus related equipment or to rehabilitate, purchase, construct or lease bus related facilities. A couple of important milestones I want to share and stress with all of you on the call this afternoon the first was that the NOFO was published on May 15th. It is closing on June 31st so keep this in mind it's a fairly short turnaround so be sure to reference a presentation we will posted after the completion but you have myself in the Office of Program Management here in Washington DC, but the Regional Offices to rely upon if you have particular questions as you look to develop or submit your application. Project evaluations will be taking place in July of this year so we are aiming to be aggressive in our turnaround time of getting the initial technical evaluation to leadership and anticipating announcement sometime in the fall of 2019.

Some basic funding award information so first as I'm sure most of you are aware, projects will be selected on a competitive basis consistent with the criteria outlined so there's a two-part review process that takes place the first is technical evaluation phase where we will discuss under Section E of the notice on the second phase where it's reviewed by FTA and Department of Transportation leadership and final selections are determined from that process. One item that I do highlight for folks is that in statute does reference that in making grants under this subsection of the U.S. code that the

Secretary shall consider the age and condition of buses, bus fleets, related equipment, and bus related facilities so keep that in mind as you are looking to develop your application us that we are looking for something to be woven throughout and that is part of the statute itself for the program. The third bullet to keep in mind funding is available for obligation in this program for the year of award plus three. Please keep in mind that we will address at a later point in the presentation that went the awards are announced, that is when the obligation period will start. For example, if the awards are not announced until FY 24 fiscal year 2020, that is when the year of obligation begins plus three. Keep that in mind as you are planning and looking at your timelines to submit your application with your supplemental form. Following that the fourth bullet, preaward authority starts on the date the projects are announced on FTA's website so FTA is beginning to transition away from hosting project selections in the Federal Register notice public to publish that directly on our website. The bus and bus facilities program is still in statute that results in needing to post the Federal Register notice, but I want to highlight for folks that the publication on FTA's website does serve as the official announcement and is when you can begin to incur costs with that preaward authority and also when you can begin to work with your Regional Office on your application to subsequently obligate those funds. The last two bullets highlight some major items in the statute in the first is that no applicant may receive more than 10 percent of the total amount made available. And lastly, a minimum of 10 percent must be allocated to rural projects in each particular funding round.

Next we will highlight some of the key statistics for the previous year competition. As I mentioned this is the fourth year of the grants for bus and bus facility competitive program. We have seen a substantial increase in the amount of applications we've received from year-to-year. We did see a slight decrease in fiscal year 2017-2018 but the amount requested leveled out at about \$2 billion. So as you can imagine looking at the amount that was awarded in the prior year's 264.5 million in FY 17 and 306 million in FY 18 we are still extremely oversubscribed within the program and it's a very competitive selection process that takes place.

So some of the highlights in particular of the FY 18 round, as you saw in the previous slide we received 339 eligible projects. 201 of those actually received a highly recommended overall rating coming out of that technical review phase that is done by staff at FTA. So extremely competitive. It's definitely kudos to all of you for the quality of the projects you are putting forth, but the applications themselves. Please keep that in mind to make sure you put your best foot forward when the funds for this particular project or program. Of that 339 we awarded projects in 50 states and territories. 58 percent of the awards last year went to large urban entities, 19 percent went to small urban entities and 23 percent went to rural applicant said that subsequently highlights in the prior slide that at a minimum 10 percent must go toward rural projects so last year FTA went about that and awarded 23 percent of all funds to rural projects. And with that the average award is slightly over 3.6 million with 69 of those projects receiving the full federal amount requested. Those folks did not receive a scalable amount or an amount less than they requested so 69 received the full amount they had applied for within the program so something to keep in mind as you determine how much you are

looking to add for their particular project.

Next we will talk about eligibility. So first we have eligible applicants. We have designated recipients that allocate funds to fixed route bus operators. States or local government entities that operate fixed route bus service and Indian tribes. Please note that rural areas must submit as part of a consolidated application through a state proposal. This is traditionally through your State Department of transportation in which case you will submit a consolidated application. And then third eligible sub recipients of those would be folks that would have been eligible applicant apply on their behalf, can include all otherwise eligible applicants of those folks mentioned in the first bullet as well as private nonprofit organizations that are engaged in public transportation. Eligible projects. So as we mentioned eligible projects are projects that can replace, rehabilitate, purchase or lease buses, vans, and related equipment. This does include maintenance and I.T. equipment. It also includes rehabilitation, purchase, construction, or leasing of bus related facilities. Also costs that are incidental to the acquisition of buses or the construction of the facility. And then .5 percent of any award maybe eligible for a workforce development activity or training at the National Transit Institute. Please be advised that both of those last two bullets must be bus related training or workforce development activities.

So a common question we receive is what is a bus facility. In FTA circular 5100 we generally assist in building two kinds of facilities. The first is your traditional bus facility that may include maintenance garages, administrative buildings et cetera and the second also does include passenger amenities that extend into the built environment so here we look at bus or rail terminals so the only eligible rail terminal will have a bus component to it that would be eligible, but not the entire rail facility, bus stations would be eligible, bus shelters would be eligible and park and ride lots that may have an intermodal facility connection as well. So if the plethora you can imagine a potential bus facilities out there would be eligible and classified as a bus facility under this particular program.

What are some in eligible projects? We have a differentiation between the two we are looking for, so operating expenses are not eligible. Preventative maintenance expenses are not eligible and just to highlight from the previous slide maintenance equipment is eligible, but actual preventative maintenance is not so make that distinction. Other expanded capital eligibility items such as security drills or the establishment of a debt service reserve would not be eligible. Previous project expenses would not be eligible. Once again, keep in mind on the date of announcement is when you're preaward authority would start, so cost would be incurred prior to that would not be eligible. Mobility management activity would not be eligible. And then certainly not on transportation projects as outlined as defined in statute would not be eligible so this would include school buses, prisoner transport entities, interest facility shuttles so these could be within airports, for example, our services not open to the general public and those would not be eligible. Cost sharing. So under this program the traditional 80 percent federal, 20 percent nonfederal match does apply except in particular instances. The first pertains to purchasing of vehicles and buses.

If the vehicle is Clean Air Act or Americans with Disability or ADA compliant, then the vehicle may be eligible for an 85 percent federal and 15 percent local share. Secondly, if a facility as components of the facility that may help it become compliant or remain in compliance with the Clean Air Act or the American with Disabilities Act those particular items that may be directly related would be eligible for 90 percent federal and 10 percent local and just to emphasize in your application, if you will be looking for that 90 percent federal for those particular items be sure to highlight those in their own budget line item so they can be reviewed accordingly. And then eligible sources of local match are listed in the notice of funding so reference that as you are developing your application. What are the evaluation criteria for reference in the notice this is under section E in the Notice of Funding Opportunity so we have six in particular. The first is demonstration of need and I highlighted a few questions you may want to ask yourself as you are developing your narrative and any additional documentations looking to attach in your response to each of these six. Under demonstration of need potential questions to ask yourself: How will the proposed project address an unmet need for capital investment? How will the proposed project enhance the safety of the transit system? How will the proposed project improve conductivity of bus systems with other networks through the use of deployment ready information technologies? Please keep that in mind that this particular program is not a demonstration program so we are looking at deployment ready information technologies if that's part of your application. And then lastly, how the application is a one-time periodic investment that cannot be reasonably funded from FTA formula program and locations or state, local resources? And then you will see these in all six what substantiating evidence can be provided to support these statements? As I mention we received 339 application applications last year, over 200 of those received an overall rating of highly recommended so anything you can do as a potential project applicant to help differentiate not only your project but responses are all opportunities to further your project when it goes through the review process so if you do have supporting evidence you would like to attach or include be sure to reference that not only in your answer in the text box of the supplemental form but label it and attach it as well. Next under demonstration of benefits. How will the proposed project improve the condition of the transit system? How will the proposed project improve the reliability of transit service? How will the proposed project enhance access and mobility? The next two evaluation criteria first we have planning and local regional prioritization. Under this particular category questions asked is how is the proposed project consistent with local and regional long-range planning documents. How is the proposed project consistent with local government priorities and then once again, we look at evidence that can be provided in particular under this section looking at potential whether a support or any specific performance measure that you may be using as a project Spencer to track success of this project or any of your services you may be providing. Next local financial commitment. So when will the local funds be fully secured and if they cannot be fully secured at the time of application be sure to discuss the process you need to embark on moving forward to get them fully secured. What is the source of the local share? And what is the percentage of eligible local share? And then the last two project implementation strategy so how soon can the proposed project be obligated and that would be obligated in a TrAMS grant. How complete is your proposed project

timeline. How reasonable is the proposed project timeline? What environmental work has been done so FAR or still needs to be done? And then what procedural steps remain to project implementation? And then lastly, under technical, legal and financial capacity does the applicant have the know-how to carry out the proposed project? We also do ask if you've any outstanding items whether they may be triennial review funding state management review findings et cetera this would be the section we ask you to discuss those and highlight the efforts you are taking or have underway to remediate those particular areas of concern or issue so the opportunity to tell your story if you find yourself in that situation. Next we have the review and selection process and criteria, which takes place under Section F in the Notice of Funding Opportunity for those following along so two items to highlight. The first is the consideration of departmental objectives. So taken straight from the notice that after applying the above criteria, that would be what we just discussed under Section E the FTA administrator will consider the following key departmental objectives and these include projects that will support economic vitality at the national or regional level. Projects that may utilize alternative funding sources and/or innovative financing models to attract nonfederal sources. Accounting for the life cycle cost of the project to promote a State of Good Repair. Using innovative approaches to improve safety and expedite project delivery. And then lastly, holding grant recipients accountable for their performance and achieving specific, measurable outcomes that are identified by you as the grant applicant.

The next section and this is new for this year is the consideration of opportunity zones and so just to briefly highlight the language that is included in determining the allocation of program funds, FTA may consider projects that are located in or that support public transportation service in a qualified opportunities own designated pursuant to 26 U.S. code 1400 Z. You will notice throughout the NOFO there are statements worded such as this that emphasis FTA may consider or prioritize so be aware of those as well, for example, they include geographic diversity, diversity inside of the transit system in applicant's receipt of prior discretionary award so all items may be considered at the review and selection process but this new one is opportunity zone so what is an opportunity zone? An opportunity zone is an economically distressed community where new investments under certain conditions may be eligible for preferential tax treatment. Localities qualify as opportunity zones if they have been nominated for that designation by the state and that nomination has been certified by the Secretary of the U.S. Treasury via his delegation of authority to the Internal Revenue Service. The link that is on this slide will take you to a further discussion on Opportunity Zones as well as where to find current Opportunity Zones for projects that will be serving any such Opportunity Zones. If your project is, we would encourage you to briefly highlight where that opportunity zone is and/or the number of Opportunity Zones your project may be impacting.

So next to highlight go over a little on the applicant submission process. So applications are submitted through grants.gov. Grants.gov does provide an application work space that all potential applicants need to use in order to submit their application to FTA. This will include the SF-424 form for assistance as well as a supplemental

form that will highlight in a little bit. So these are a few snippets from grants.gov. This is the registration page. If you are not currently registered with grants.gov or have not been in grants.gov and sometime I would strongly encourage you today to begin that process and that may take some time. Grants.gov also provides training both through modules as well as YouTube videos that you are able to access on the site. Please keep in mind that FTA does not control or maintain grants.gov so if you have any questions relating to your grants.gov profile or any issues while working in the works place or submitting your application please contact the grants.gov help desk immediately as FTA will not be able to assist you in that respect.

So as I mentioned the SF-424 is your first form that will need to be part of the application submission package be sure to fill this out to the best of your ability. And then the second form is the Supplemental Form and this will be basically the majority of your application information will be located in your Supplemental Form and this is where we will have information about your organization in U.S. and applicant, but also your responses to the technical evaluation and the information required under the Section F review and selection items and if you've questions with this particular form feel free to contact us at FTA and we will do our best to assist you in filling that out if you've any technical issues however, I would advise please do look at grants.gov as they have outlined the compatibility systems in particular using Adobe PDF that grants.gov will accept so if you are running potentially an out of date program of Adobe I guess the version, pardon me you will want to make sure you update that or have a computer with the appropriate version that grants.gov will accept.

>>Speaker:

I think grants.gov actually talks about Adobe and the Adobe reader and which version you need on their website.

>>Mark Bathrick:

Excellent. So we will wrap up and as I mentioned we will dive into Q&A. So just some application pitfalls I want to share with you all of what we have seen over the past several years as folks have been applying for the program. The first is general ineligibility. Please be sure you are eligible applicant and that your projects are eligible and if you have questions about that feel free to contact our office or your FTA Regional Office and you may find yourself in position where you need to partner with an eligible applicant or restructure your project so it is eligible or only a component maybe, but we want to make sure as you are investing your time and effort in applying for this particular program that you are using your time and effort for an eligible applicant or project.

Next correctly identified the useful life of your assets are within that Supplemental Form looking at replacement projects we do ask folks to outline the services and the age condition and mileage et cetera of whatever asset you may apply for whether a bus or a facility. In doing so we would ask you identify if the vehicle or facility has met its useful life and had rehabilitation work that have extended the life of that asset already. Or if you are looking to embark in any of those that you address how you will ensure that the asset will remain in service for the new or useful life of the new bus or facility that you

will need to purchase. The third priority sent outcomes are not aligned with the criteria. So I would once again, emphasize please be sure to use the Notice of Funding Opportunity when filling out their application in particular when you are looking at Section E of the notice of funding. I cannot stress and tell you the amount of time we've seen folks apply and use language whether from potentially applying for the build program or the low or no emission program and they recycle that language and it does not address the particular items that we are looking for in your application so please be sure that you do tailor your application and read the criteria in its entirety so your answers to address what we are looking for. The fourth is lacking of evidence substantiating the project outcome claims in the narrative. So just to emphasize one last time this is an extremely competitive program. All of you are extremely in-depth at telling your story across the country we understand our transit needs in large or small in rural areas, but because of this competitive nature we are looking for folks who go above and beyond telling that story and provide as much evidence as they can to support these statements they are making when looking for funding so please keep that in mind. The fifth bullet not citing evidence in the narrative so once again, this ties back to supporting evidence you may be able to provide. Next not providing the statutory mandated match. So if you have questions please go back to the slide referencing cost-sharing also listed in the notice. Next at a minimum there's 80 percent federal, 20 percent local for most projects. If it is a vehicle it may be eligible for 85 percent federal, 15 percent local if it's ADA compliant or Clean Air Act compliant and if it's keeping the facility in compliant with the Clean Air Act or ADA it may be eligible for 90 percent federal and 10 percent local so keep those in mind as you're looking to develop your budget and lastly, late submission. We understand there is a shortened time frame this year for submittal, but I would strongly encourage folks please do not wait until the last day to submit your application. We have seen that the past couple of years. We've gotten large influxes of applications in the last hours and FTA is not available after 5:00 p.m. Eastern standard Time to answer any remaining questions so it's always best, I recommend folks at least three days before hand have your application ready to submit that way if you found yourself with technical errors you have plenty of time to reach out to grants.gov or FTA.

So some keys to success and on a positive note here, follow the Notice of Funding Opportunity. I always have that pulled up next to me on my computer screen or printed out next to me as I'm reviewing applications. I would encourage you to do the same as you are filling in your Supplemental Form. Next be sure to use both qualitative and quantitative information when telling your story. We get reviewers for technical evaluations from across FTA and across the country that participate as reviewers under technical evaluation but they may not be familiar with your locality so as much as you can do to set the stage and tell the story in a narrative and quantitative fashion we would highly encourage that. Third, provide evidence to support your statements. The fourth bullet, tell your story. Where have you been as an agency, as a whole or dealing with your particular project specifically, where are you now, and most importantly where would you like to go if you receive this grant award. How would it impact your agency. And then lastly, how will you judge success? So with that there is my contact information it's also in the notice of funding and we will now be

transitioning to the question and answer session. So in the bottom left-hand corner for folks is where you will be able to download the slide show we just went over. As I mentioned we will also have this recording on FTA's website. Look for that in a day or two to be uploaded and you will be able to view the recording and the presentation in its entirety. So with that I will turn it over to Tara and we will begin an interview Q&A of all the questions we've been receiving from folks so thank you.

>>Speaker:

All right, so I asked you guys previously to hold all of your questions. Some of you have been typing furiously so now is the time for you to go ahead and enter your questions and I will ask Mark and I'm pretty sure he will do a heck of a job answering all right, so what airport shuttle bus service convey employee from parking lot to shuttle eligible for the grant?

>>Speaker:

That would not be eligible. It needs to be open to the general public to qualify so if the shuttle service, for example, conducted within the community and brings folks to the airport that has potential to be eligible, but closed service only for employees within the airport perimeter would not be eligible.

>>Speaker:

If we are looking to construct a new facility to replace inadequate facility should we highlight the age of the current facility? Would -- it's moving as I'm trying to read this. This is my first time doing this so you guys be easy on me.

>>Speaker:

We asked her to help us out with the biggest program we got so we appreciate her helping us out this afternoon. Would TAM assets be supportive? If we are looking to construct a new facility to replace inadequate facilities, should we highlight the age/condition of the current facilities with TAM assessments be supportive?

>>Mark Bathrick:

Yes, I would highly encourage folks to tell your story and if you are looking to replace facilities, rehabilitate a facility or move away from a facility you want to have a discussion about what has led you to that decision and in doing so discuss the age and condition would be a part of that narrative.

>>Speaker:

Can you provide costs incidental to the acquisition of buses or the construction of the facility as it pertains to eligible project costs for funding?

>>Mark Bathrick:

Is not eligible the cost incidental are eligible. As I mentioned they must be directly attributable to the overall project you are applying force of the application itself cannot be for incidental costs, for example, but within reason costs that are incidental whether its potential site prep work we have seen that in vehicle procurements to get to the final

stage of selection. Those items may be eligible, but just to highlight once again, they must be incidental and cannot be in project in its entirety to what you are applying for.

>>Speaker:

Follow-up question can you provide examples and you just did that in your answer. Tami asks says I didn't see bus storage facilities listed as eligible. Is this an eligible project?

>>Speaker:

Yes, it's eligible all bus related facilities are eligible so really if it has an impact on your bus infrastructure and looking at that facility outlined that we provided earlier in the presentation to get a good idea of what would be eligible, but yes, bus storage facilities are eligible, garage, maintenance facilities admin then up facilities as long as they are bus related would be eligible.

>>Speaker:

All right, Emily wants to know if you can speak about prioritization of funds for paratransit vehicles? Are we able to submit for paratransit expansion?

>>Mark Bathrick:

Excellent question paratransit vehicles are eligible as an eligible project. That being said keep in mind and looking at eligible applicants there is an emphasis on fixed route providers except with dealing with states and Indian tribes so a differentiation in the program for eligible applicants eligible projects do include paratransit. In regards to how they fare in the selection process there is not a distinction we can see in the past and looking at particular size of the vehicle being applied for once again, it's looking at the strength of the application as a whole.

>>Speaker:

Can you provide an example of deployment ready information technology?

>>Mark Bathrick:

So example of deployment ready could be potentially tablets, for example, we've seen those deployed that may have functionality to include bus locating systems within that. They may include ticketing information or fare payment within the system. Those are all examples of deployment ready technologies. It's really to highlight differentiation that this is not a demonstration program this is a traditional FTA capital program so we are looking for projects that are tried and true and deployment ready.

>>Speaker:

Rachel asks as a tribe located in a rural area are we required to submit a consolidated application?

>>Mark Bathrick:

Excellent question tribes are not required to submit as part of a consolidated application so a tribe in a rural area you are eligible and allowed to submit directly.

>>Speaker:

David has an easy question for you who showed letters of support be addressed?

>>Speaker:

Great question they may be addressed to myself as the Program Manager and if for any reason a particular entity may wish to submit to the department as a whole they may be submitted to administrator Williams.

>>Speaker:

Kate would like to know if you could provide an example of a project that would be considered to improve conductivity that would be eligible given that mobility management is not eligible so she wants an example of improved conductivity type project.

>>Mark Bathrick:

Sure so we traditionally make a practice that FTA to not provide examples of particular projects because we look at projects as a whole when they are submitted and selected, but also we want to be in a position where we are not being prescriptive in the types of projects that may be submitted. That being said in this incidence we are focused on capital projects so mobility management is the essence of being ineligible would be funding individuals to provide travel training, for example, and that would be ineligible mobility management activity if you are looking at purchasing vehicles you may look to increase mobility whether it's in a particular rural area and that would be an example that would have a capital means to it and that's the differentiation we are looking between those two items.

>>Speaker:

Would a rural transit agency that operates partially be eligible for 5339 and how would they apply for funds I am assuming you are talking about this program 5339B because there is also a similar component 5339 A which is different.

>>Speaker:

In particular as Tara mentioned the formula is prescriptive in statute to how that is given out on an annual basis so the question on the eligibility as a rural applicant you are eligible to apply. Your delineation would be what we are looking for, so as a rural applicant you would apply for the State Department of transportation and you would be eligible to apply.

>>Speaker:

Will design a facility for treat electrification be an eligible project for Fleet electrification.

>>Mark Bathrick:

Great question the design by itself would not be eligible. So planning projects, design projects as a whole are not eligible if however those costs were incidental to the overall project some of those costs may potentially be eligible, but the integrity of the project

cannot be in the end product or projects applied for would have to be the facility and you would have to make that commitment in your application.

>>Speaker:

With vehicles and scheduling software for nonemergency medical transportation be an eligible expense?

>>Speaker:

That would be eligible. Once again, you would want to make sure you are an eligible applicant providing that service and traditionally it's a 5310 program but that particular project itself would be eligible under that bus related equipment.

>>Speaker:

Here's a good one my organization is in a rural area but we are a private nonprofit providing public transportation can we apply?

>>Speaker:

You would have to apply the sub recipient to an eligible applicant so please look at the slide and look at the eligible applicants and we would hardly encourage you to contact one of those that may be in your local area and look at partnering and working with them to apply on your behalf and you would enter into a sub recipient relationship to fulfill the project.

>>Speaker:

Another good one Tara. But for usable life should we use the default useful life benchmark that was published with the 2017 asset inventory module reporting manual which is 14 years for a 40-foot transit bus, or shall be circular FTA circular 5101D award management requirement that uses 12 years for 40-foot transit buses or 500,000 miles?

>>Mark Bathrick:

Excellent question and we are using the useful life located in the FTA circular. That being said if an agency has a useful life that is more restrictive than FTA you are certainly welcome to discuss that in detail and describe what type of asset management program you have in place at your property.

>>Speaker:

Kate would like to know on technology improvement on buses such as provision of public Wi-Fi be established?

>>Speaker:

That's bus related equipment and would be eligible.

>>Speaker:

Are improvements to bus stops eligible such as new sidewalks or sidewalk improvements?

>>Speaker:

Those would be eligible, but I would caution that they need to have a direct transit nexus to the bus stop so it fits within a reasonable distance to get to the bus shelter, for example, they have potential to be eligible, but if it's a network of infrastructure to get to a shelter that would not be eligible so be mindful of that looking not only at your parameters, but in the competitiveness of your particular application. It has to be specifically rated to the bus shelter itself and very similar as we mentioned incidental costs could be incidental to the project, but we would not be in a position to fund a full network to get to bus shelters.

>>Speaker:

James has a question, but I think he may have to provide a little more information. I'm going to ask him to provide more information would it be open to the public paratransit operation be eligible. Not enough information there.

>>Speaker:

I think I'm understanding so operating costs are not eligible. So paying for the drivers, for example, fuel et cetera but capital costs related to paratransit, repairing or building a paratransit facility or a storage facility or a dispatch facility would be eligible as well as the paratransit fleet would be eligible, but operations themselves are not eligible.

>>Speaker:

David would like to know is the State of Good Repair project eligible?

>>Speaker:

I would look for more information with regard to how you are using the term State of Good Repair, but once again, guide everyone back to the eligible projects of looking at buses bus related facilities and related equipment are the three core component projects we will be looking for within this particular program.

>>Speaker:

David can e-mail you directly to ask your questions for additional information?

>>Speaker:

Of course. We understand many of you may have very unique projects you are looking at, so we are doing our best here this afternoon to highlight the high level questions we are receiving that may be applicable to multiple applicants, but if you have something in particular that is unique to your local situation as I mentioned feel free to e-mail myself or our office or your FTA Regional Office and we will be able to assist you with specific local questions.

>>Speaker:

Wendy has a question about the opportunity and you mentioned this briefly -- my brain just went empty. On the one whom supposed to be asking the questions. She says we have 40 plus approved census tracts zones affected by the application. So your supplemental asked for the name of the sum, but only provides a 100 character of

limited space. Will there be an issue if we don't name all 42 tracts, but provide all track numbers in a supplemental attachment? Will that be sufficient?

>>Speaker:

That will be sufficient and kudos for you having that many in your service area but you can definitely highlight in your narrative that you have 40 to an address that and provide the actual numbers as an attachment. I appreciate you asking that questions.

>>Speaker:

That's a very popular question. We received a lot of questions about that as well. Jessica would like to know if land acquisition and environmental review are eligible for funding.

>>Speaker:

Land acquisition by itself is not eligible. That being said and I will continue to reiterate this point. The final product must be a bus related facility. So if the land is being purchased and it is the project sponsor's intent to store the vehicle on the land whether that is covered or not that may potentially be considered a bus related facility depending on your intent of the overall project. But land to be procured to build a facility at a future date would not be eligible. So keep that in mind that the end product of whatever you are applying for needs to be a bus, a bus related facility or bus related equipment. We cannot fund intermediary steps between that.

>>Speaker:

That may ask some questions that were typed and after that was posed. Zoe wants to know we want to request funds to repower buses and to purchase a new two-way communication system for the fleet. Should we complete two applications are just one?

>>Speaker:

Excellent question. I will use us as an opportunity to discuss the submittal process and a consolidated versus individual application. When you are submitting your applications we do require there be one SF-424 for every Supplemental Form that is submitted so you may submit as many applications as you deem fit for your agency but please be reminded that we need a SF-424 each time you do that. That being said when looking at how to package together your applications as I mentioned to reiterate rural applicants in particular are asked to apply to the State Department of transportation and submit a consolidated application. Applicants may choose to package their projects to gather in any way they seem fit that a best meets the intent of their agency and what the agency thinks maybe most competitive and maybe easiest for them to tell their story so we are not prescriptive in that respect, but certainly as you can imagine there are pros and cons to both ways of applying so I would strongly encourage you to look at your agency and how you think you will be able to tell the story and answer the items in the NOFO for those projects if it would be more beneficial for them together or separate. The other piece I will mention is that as we discussed 69 projects last year and 107 receive the full amount that they requested so a little over half

and those folks that did not receive their full amount if, for example, they were a consolidated application that had multiple projects they would potentially depending on the award have the flexibility to use those funds between any projects listed in their application selected so there is some flexibility given to applicants that are selected if they have somewhat of a consolidated application so that is certainly a pro, but once again, to reiterate depending on your agency you want to be the judge of how you think your project will be best implementable and most competitive.

>>Speaker:

So Patrick would like to know and you may have to talk to Patrick online, but you are a bus expert is ADL software programs eligible.

>>Speaker:

As long as they are bus related so really it would depend on the extent of their usage so definitely you can e-mail me off-line fund in a general sense I just encourage you to e-mail that because I could be taken a number of different ways an excellent question and those are to highlight specific ones for your agency we may need more additional information to determine best to think about those and reach out to the region our office as quickly as possible on those.

>>Speaker:

Would ADA compliant with paratransit agency be eligible for 90 percent rural funding?

>>Speaker:

Not for 90 percent so please keep in mind vehicles if they meet ADA or Clean Air Act are eligible for 15 percent local. Components of a facility may be eligible for 90 percent federal and 10 percent local, but only those components of the facilities so keep that in mind. It's a great question because we do have that happen on several occasions where people will apply for vehicles and only reference 90 percent federal and 10 percent local and that does not meet statutory minimum so keep that in mind.

>>Speaker:

Oh, boy. We have a lot of questions. I'm going to give Mark a minute. [inaudible] real quickly. Here we go. You mentioned that eligible services must be open to the general public. Does that mean open to the general public and to the general public defined by age, disability and income?

>>Speaker:

I believe the question is looking at those services that may fall under the 5310 program, for example. Those services may be eligible for consideration in this program, but they need to be open to the general public including those particular items you listed. What is not considered public transportation are those services that may be only for a specific segment of the population characterized outside of those designations that you referenced so once again, to highlight employees may be a shuttle service for an employee campus are within an airport and prisoner transport is one we get consistently that is certainly not something you want to be eligible for, but that is the general public.

School buses is another not helpful to the general public so that is the distinction so keep that in mind but to answer your question yes, it would.

>>Speaker:

Molly would like to know for a bus shelter replacement program would you need all of the specific location sites of this overall throughout the entire region?

>>Speaker:

If your application was going to be for the replacement of the bus shelters we would be looking for the information about the age and conditions of the shelter and that is in statute that it does reference the condition so when folks do apply and for replacement projects we need them to provide as much information as possible.

>>Speaker:

Here is another one you may need to have a conversation off-line a fifth outstation lot for bus station be eligible if it had a small office on site does that make a difference?

>>Speaker:

What you describe has the potential to be eligible as a bus storage facility. That being said I want to remind folks you do need to look at the notice and make sure you have a competitive application and that particular location and the subsequent infrastructure provided there meets the needs of what you are looking to make up for within your system and what you described with the office to be on location would be potentially eligible.

>>Speaker:

Scott asks are improvements to buses already operating and maintenance service eligible?

>>Speaker:

Improvements with qualifies bus related equipment and would be eligible.

>>Speaker:

All right. Tom is blundering wondering or wondered if a private carrier that operates on alternative fuel and is ADA compliant who offers service in an area that does not have public transportation eligible for funding?

>>Speaker:

There's a couple of different things at that particular question the first is the eligible applicants, so in order to be eligible private entities are not eligible as an applicant and only eligible as a sub recipient if you are a private nonprofit so that would be my first item I would want to highlight for you is private in general private contractor that provide services would not be eligible to apply both as an applicant or a sub recipient.

>>Speaker:

All right, is the useful life of an asset expires in 2020 can we apply for fiscal year 2019

funding?

>>Speaker:

You may certainly apply and to highlight further useful life is one of the consideration considerations that take place is when looking your application. It is not a trigger if you will that if the vehicle is not met useful life it's not considered that's one of the many factors and data points we are asking applicants to address that are collected as part of the consideration and the overall package. There are instances where you may have a Transit Asset Management Plan you are looking to stay in compliance with and post -- put buses at a later date or particular issues with the fleet whether characteristics of your fleet you currently have aren't many different outcomes and options across the country that you may be -- we understand and if you have something that can be competitive in eligible we would encourage you to apply. As you can see from the questions we are getting we have applicants from across the country that apply for this program and across all sizes of transit operations as well so we do our best to remain as open to whatever concepts and ideas that may be out there to be as responsive as we can for the industry.

>>Speaker:

I'm going to try to bundle some of these. We've got about 30 minutes left and I want to try to get to as many as possible. I can take this one. Are CNG field buses eligible for 85 percent 15 percent funding.

>>Speaker:

That is 85/15 because CNG buses are compatible or maybe I should not have taken that when I can't get my words, right. [Chuckling] CNG buses comply with the Clean Air Act so similar to funding under the Lo No Program buses are eligible for funding. All right, so Laurie is asking another question about how to submit she just wants to know if you have projects such as buses and a dispatch should you submitted in one application.

>>Speaker:

I hate to do it but it is really up to the project applicant. You certainly may submit those as separate applications if you feel they have independent utility and you can make a separate case with each of those are bundle them together as a package if you feel if they are more competitive aren't meet the needs of your agency, for example, you need to have both of them in order to implement whatever project you will apply for or discuss you would want to bundle those together so one isn't without the other. It really is up to the project sponsor.

>>Speaker:

What about faster battery backup system so those are bus related and would be eligible.

>>Speaker:

In state DOT submit one so there are some agencies that are interested in vehicle

application and other facilities.

>>Speaker:

State DOT is have that prerogative to submit consolidated applications and they can delineate that anyway it is deemed fit to manage their portfolio so we have seen it all the way from one application or for the entire state to small urban large applications to vehicles and facilities grouped together or split. So we do leave that up to the state, but just to advise we do need us consolidated application.

>>Speaker:

Can you build [inaudible] a bus only transit center.

>>Speaker:

What about fares collected considered multiple match on the buses that are purchased.

>>Speaker:

So I would encourage you to reference FTA circular on award management, which discusses fare revenue and that is a broader question FTA has specific guidance on how we handle of fares for all of FTA's programs so if you have questions on that I would encourage you to reference that to make sure your agency is incorporating that appropriately across all of your programs.

>>Speaker:

So Kate is still looking for clarification on when costs are incurred, for example, if we are looking to fund construction of a facility, but there is a design build contract in place are construction costs eligible?

>>Speaker:

Excellent question and it really comes down to the design build instance, which pertains to your question how your contract was written so the issuance of a notice to proceed basically is incurring of costs at which point the federal government could not be a participant on that particular contract so traditionally most design build when you award the contract and subsequently issued the notice to proceed that is for the full project and therefore, that would not be eligible. If you have the subsequent steps that the future notices to proceed I would encourage you to look with your counsel to develop that and make that determination, but traditionally incurred costs are when you have issued a notice of procedure are made the award you have incurred costs and those are not eligible.

>>Speaker:

Kim is asking of rural areas must submit an application through consolidated state DOT is.

>>Speaker:

Rural areas must submit. The state which is traditionally the state Department of Transportation.

>>Speaker:

Emily wants to know can we have access to winning grant application from last year around and current application writing?

>>Speaker:

FTA does not provide examples of prior years -- does not provide copies of prior year applications however, we do encourage folks if you have a relationship with someone that may have received a prior year award you are more than welcome to reach out to those and for copies or assistance in crafting your application I do know there are entities out there across the country that subsequent webinars and informational sessions on the bus program helping their constituents on how to apply so there are resources out there, but FTA does not provide copies of winning applications.

>>Speaker:

I'm seeing questions about multiple projects and I believe you have some information on how to apply and multiple projects in your no-fault. Please reference your no follow if you still have a specific question and all of your questions are not important, but in the interest of time I'm trying to get to as many as possible. Wed a nonprofit serving with [inaudible] be eligible to apply if they only provide transportation to individuals within their program?

>>Speaker:

There are two items the first is if you are a private nonprofit you need to apply to an eligible entity and the second component is we need more information about the type of services and access to your particular program I'm not familiar in particular, but first you want to work with the eligible applicants to ensure they have an understanding and may tell you if your program is eligible and if you have additional questions have that project applicant apply on your behalf and contact so the Office of Program Management can advise you further but the first is to find an eligible applicant because in a private nonprofit you need to be a sub recipient.

>>Speaker:

Can we apply for funding if we upgraded the facility for an all-electric fleet?

>>Speaker:

So it sounds like from your question you do not currently have an electric fleet. The charging infrastructure for the future fleet would be eligible however, I would strongly caution you in putting together your application there would be serious concerns very similar to the situation I described with purchasing land that if you have the infrastructure in place but your agency decides not to go down the road of purchasing electric buses she would have infrastructure that then would need to be paid back to the FTA the federal interest so I would probably want some more information from you about what they are applying for with that infrastructure and if it is just for buses and you don't have any in your fleet I would caution you to be very careful and how you apply for that.

>>Speaker:

Unless you have that on order and you are in the process of ordering them and you have some concrete documentation that yes, the buses are coming in 20 or 2021 and you have to prepare for them and upgrade our facility then you could possibly have a better application, but if you are just planning for whenever and you don't have anything concrete that may be an issue.

>>Speaker:

That's a good distinction. Thank you was trying to formulate that so I appreciate that.

>>Speaker:

No worries. That's what I'm here for. Christian wants to know Christian you have a lot of questions, so Section 106 has to be done prior to leasing a facility lot.

>>Speaker:

So NEPA does not need to be done prior to selecting within the bus and bus facilities but all environmental work does need to be done before grant obligation traditionally so that is something we do ask and we highlight in the notice as one of the items particularly under implementation strategy we ask for applicants to discuss the environmental process if they are through that process or the middle of it or when they anticipate completing that so please keep that in mind the competitiveness of the application may be affected by where you come in the NEPA process but having that done prior to applying is not a prerequisite.

>>Speaker:

The storage building eligible?

>>Speaker:

That would be considered bus related.

>>Speaker:

Rodney has two questions I will knock them both out. Can a Direct Recipient submitting grant application or should that Direct Recipient submit the application through the designated recipient?

>>Speaker:

The Direct Recipient should submit to the recipient however, the majority of direct recipients are eligible with local government entities and we found that to be the case across the country so I would look first if you are interested in applying directly you may find yourself in one of those other situations if not we would highly encourage you to work with your designated recipient in that respect and that language is taken directly out of the language within the statute so that is something FTA has pulled directly from the guidance we've received on that.

>>Speaker:

Also Rodney would like to know what is the definition for large urban, small urban and rural.

>>Speaker:

Rural is any think that as population of 50,000 or below. Small urban this anything from 50000-199,999 and large urban is anything over 200,000.

>>Speaker:

This is a good one and this is from Marshall can you use funds combined with other FTA grants and projects if, yes do you need to express your intentions in the application?

>>Speaker:

That's an excellent question. You may use other FTA or other federal sources as part of your budget portfolio. That being said you do need to reference in detail the federal funds that you will be using to partner with the bus and bus facilities as well as specific highlight any local match requirements for the other federal sources and where that other local match will be coming from and where specifically the local match for the bus bus facility funding will be coming from that is to help the technical evaluation teams identify you are meeting all statutory requirements and to ensure local match is not being double counted four different federal programs.

>>Speaker:

Christopher would like to know where that previously awarded facility check that is over budget due to significant revisions be eligible.

>>Speaker:

It would be eligible and a couple of items there and once again, back to the procurement aspects you want to make sure the costs you are applying for have not been occurred as of yet because those would be in eligible costs and secondly if you find yourself in a position you referenced additional scope changes that were made you would want to highlight those in great detail of how that situation came to arise once again, to continue to emphasize this is an extremely competitive program that is consistently oversubscribed so you want to make sure you tell your story as best you can.

>>Speaker:

Maryland would like to know if adding a wireless data plan or bus camera system would be eligible projects. And do you need her to contact you on this.

>>Speaker:

Contact me off-line on that that's the first question regarding a data plan before within the program so I would want to research that further and find out more information about what exactly you are proposing for the overall lifecycle event.

>>Speaker:

Should support letters be included within the agency application submitted and grants.gov are sent to and individually from reporter?

>>Speaker:

Excellent question. All letters of support should be submitted with your application in grants.gov to be considered as part of the technical evaluation phase and I want to stop there because some folks are thinking wait a minute we've got until June 21st to get letters of support and that's when the application closes and there's this distinction between the two so we ask folks to put letters of support into grants.gov because that's the application package that will be advanced to the technical evaluation teams that will begin the first leg of the review process looking at section E of the notice and as you saw on the timeline that happens very aggressively after the application closes. That being said FTA and we definitely understand that there are individuals and entities, Members of Congress in particular that request and send letters of support directly to FTA or to the office of the Secretary. All letters of support we receive that come into any mechanism are accepted and documented and receive a response back, but in order for your letter of support to be included in the first phase the technical evaluation phase not review and selection like the technical evaluation we need to see those included in the grants.gov application because that's what we use after it closes to work on those technical evaluation so hopefully that distinction is there for folks. We encourage letters of support and we understand folks do a lot of work to get those and so they are accepted but keep in mind there is a distinction between those that get in before or which application and then those that come in at a later date.

>>Speaker:

UNA closest to the website correct?

>>Speaker:

This entire presentation will be posted to the website so you can go back through, look at any questions as someone asks a question that sparks an idea go back through and you can also review and listen to the entire presentation as well and Q&A this afternoon.

>>Speaker:

This is a good comment although school buses aren't eligible because they are a nonprofit due to University land-grant and public university they serve campuses open to the community of the area are we eligible to apply to improve our transportation system?

>>Speaker:

So with the information you provided and once again, I want to encourage folks if you have specific questions feel free to contact us directly, so we can dive into them. It sounds like you've the potential to be eligible because services are open to the general public. That being said we want to make sure there are meaningful connections to the outlining campus that the general public would have meaningful access to it, but if anyone can get on the university shuttle or whatever your entity may be called they do not need to have a student ID, for example, then it would qualify for the public

transportation items and would be eligible. I would caution you make sure you dive into that openness of your system and what you described their you probably have an eligible project.

>>Speaker:

Randy has a good month this is complex can of 5311 transit system that operates in an urbanized area submit a project through the recipient or must it be submitted through the state DOT and that system does receive 5307 funds so it looks like they are receiving 5307 funds and 5311 funds so who should they apply through?

>>Speaker:

Either of those entities would be eligible for you to apply. You would be a subversive bent under both, but for services of 5307 and related to that you have that relationship and that designated recipient or governmental entity could apply on your behalf, but certainly if it's rural services you are applying for we would want those to go to the State Department of transportation so use your best judgment in particular whichever erasure project project will be impacting.

>>Speaker:

All right, Russ is asking if we can see your contact info page and the PowerPoint presentation they can download.

>>Speaker:

It's in the PowerPoint and did they novel as well as FTA website so definitely that information is out there. Feel free to call or e-mail me and I will definitely get back to you.

>>Speaker:

Would environmental cleanup of a facility be considered incidental?

>>Speaker:

Once again, we need to see what is the overall projects of the cleanup was part of an overall portfolio to build a new bus maintenance facility on the property they have the potential to be incidental however, if you are applying for the cleanup for the hope to build a facility on the project at a later date or five or 10 or however many years down the line that would not be eligible and once again, just encourage folks and getting a lot of good questions here and unique situations, but refer back to the notice in particular what we are looking for in section E as well as under section F and keep in mind within the bus statute in particular what we as FDR being asked to consider because if this is a capital program in particular that is the focus.

>>Speaker:

I think you talked about local governmental authorities and Michael wants to know can a county government applied directly or must they apply to state government.

>>Speaker:

It would be eligible as long as the eligible applicant and the local government entities have public transportation would be eligible.

>>Speaker:

I'll give you a minute to breathe. Chip wants to know is there additional information about details on match contributions somewhere and information on this topic appears limited. I know in the FTA circular which is the 53 over seven circular there's information and probably information and FTA circular 5310 on in-kind match contributions.

>>Speaker:

Correct we would encourage you if you have particular questions to use either of those two documents because that is what we will be using when looking at submittals you would include in-kind match. If you are going to use in-kind match would encourage you to make sure you include as much documentation as possible about how you came and get the cost estimates to include as part of your program budget.

>>Speaker:

Does overmatched given higher priority are rated higher?

>>Speaker:

So to highlight and we referenced earlier in the presentation there were many clauses or statements in UL in the notice that's a FTA may consider and they may prioritize so hire local shares shares one item listed and that being said it is truly on a year by year basis what, if any, of those particular statements may be included in a final funding Samara selected by the administrator and approved by the Secretary. We do not make any determinations prior to programs closing on what, if any, of those may or may not be included because we don't know how many applications we will receive in a particular year and how competitive each round may be so it's a consideration and maybe considered. That being said it's a year by year and case-by-case basis.

>>Speaker:

I will take this question will this be like the Lo No application where we can partner with a vendor in the application or follow the full procurement process Lo No Program is a competitive program that allows you to partner with a bus vendor or other entity to execute the project or this particular program you will have to follow the regular full procurement process. All right, let's see ... I think you will have a lot of folks e-mailing you because we have seven minutes left and there are quite a few questions and just trying to pick out some good ones. Did I ask you about the power projects eligible we would like to convert an old diesel to an electric bus.

>>Speaker:

Just keep in mind you want to address useful life impacts on those vehicles are assets that you may look to perform that type of work on.

>>Speaker:

Okay. When upgrading a bus maintenance facility with electric bus charging infrastructure be eligible for the 90 percent federal funding.

>>Speaker:

Yes, that infrastructure would be eligible that's a great example for those folks looking for examples.

>>Speaker:

We talked about the local county already. Can the land to be used in-kind match for new construction of a transit center?

>>Speaker:

Land can be used for an in-kind match however, I would encourage you to go through and look at FTA circular sun how that is incorporated and what documentation and appraisal process would be needed in order for that to be eligible and want to make sure folks do their due diligence but it is allowable and you have to do your due diligence when you submit your application to include in-kind land.

>>Speaker:

Rural transportation 5311 provider should they apply to state or can County government apply?

>>Speaker:

It would need to apply to the state if you are a rural entity apply for a rule project you must apply to the state Department of Transportation and you are not allowed to apply under eligible applicants and designated recipients or criminal entities.

>>Speaker:

Jean wants to know about a transcript and we said you will post a transcript of the webinar which includes the questions and answers and the PowerPoints and everything will be posted. Would upgrades to fare boxes be considered eligible?

>>Speaker:

It would be eligible and once again, highlights highlight and make sure you are addressing the useful life of whatever equipment if it does have subsequent useful life you address that in your application.

>>Speaker:

So if a project is not scalable is the application penalized for not providing scalability?

>>Speaker:

It is not penalized for not providing scalable. We do ask if a project is that applicants do their best to provide that information to us but an applicant is not penalized if it's not scalable.

>>Speaker:

Can we buy diesel fuel large buses to replace the buses in the fleet. The old buses are eligible for replacement based on age and model.

>>Speaker:

Yes, there is no propulsion distinction within the bus and bus facility competitive program.

>>Speaker:

Unlike Lo No.

>>Speaker:

So Jennifer would like to know if the transit authority recently received a different federal grant to support bus equipment does that make it competitive for 5339 for bus replacement? The previous glance do not replace past their useful life.

>>Speaker:

Excellent question, but once again, this is one of those items that there is an answer for at this point, because the application is not closed and we do not know how many applications and how competitive the selection process will be. As I mentioned there are a number of statements in the notice that reference, for example, geographic diversity geographic in size and all of those are potential options that leadership may consider when making final selections but before the applications are closed and technical evaluation is done we as FTA are not privy to that information and neither is leadership until they know how many applications we have so I would encourage you if you have a good project and didn't receive the full amount you still need that and you are certainly eligible and will be competitive.

>>Speaker:

We may need to talk to Mark about this it's -- this is a very specific project related question what a transit related process be eligible.

>>Speaker:

Potentially and I am your FTA region would want to know a little bit more about the service you are providing, the general public applicable ability of this facility but we can certainly learn more information then have that discussion about what you are describing has potential, but we would want to know a little bit more.

>>Speaker:

Last couple of minutes. We discuss this, can you recap the difference between 5339 competitive?

>>Speaker:

Sure 5339 A is given out on an annual basis through a statutorily defined formula both with the state Department of Transportation as well as -- whereas a 5339B program is a competitive program and also all the rest on an annual basis with the fact act with additional appropriations in the past two years, which is why we have funding made

available this year and those projects are selected on a competitive basis so really the key difference is one is statutorily defined enough formula and folks know how much they will get every year where as a competitive goes through this application process review and selection via the leadership on an annual basis.

>>Speaker:

Any other I wanted to ... it -- if an organization has multiple open grants would that affect the selection process?

>>Speaker:

That would not affect the selection process. No.

>>Speaker:

Okay is another opportunity, so to clarify the opportunity zone project must impact that particular zone in order to be considered. Am I correct?

>>Speaker:

We are looking for and I will like once again, striking for notice in determining the allocation of program funds FTA may consider projects located in Orth that support public transportation service in a qualified opportunity zone so it needs to be located in or support and we would ask if your narrative you identify a project located in or it support, so make that distinction between the two, but either of those would be eligible under this opportunity zone.

>>Speaker:

It is 3:30 p.m. I apologize if I did not get to your question but Mark is good at responding to e-mails and phone calls so if you have a question and you did not either you did not get an answer and you feel like you need more information go ahead and contact Mark because again it is now 3:30 p.m. so it is time to wrap it up, Mark.

>>Speaker:

I just want to thank everyone once again, we had an extraordinary turnout this year as well for this webinar so I hope you all found it beneficial with the information we provided. We try to make this as expedient and as easy to process as we possibly can as we understand there's effort that goes into this that you put into developing these projects so as Tara mentioned if you have any questions feel free to contact our office your FTA Regional Office and we will do our best to help you and just to emphasize please please if you have a question refer back to that notice of funding first and then also please do not wait until the last minute to submit your application because we want to make sure we get everyone's application and that's eligible to apply for it, so with that thank you very much and have a great rest of your day everyone.