Transcript of Webinar for Applicants to the Low and No Emission Program FY 2020
Notice of Funding Opportunity
February 6, 2020

>>Victor Waldron: Hi, good afternoon, everyone. Welcome again. This webinar is for the 2020 competitive funding opportunity the Low or No emission program, for here and forward I will simply refer to it as the Low No program.. As Tom mentioned, just very briefly, you can download a copy of the PowerPoint slides for the presentation as well as the program frequently asked questions from the webinar room, plus, the webinar transcript, the PowerPoint slides and an audio will be posted on the website sometime in the next coming days. So look for that if you would like to use that as a resource. The resources provided both on the website and in the webinar will answer most of the questions that you have about applying for the program for 2020. After the presentation, please feel free to use the chat box to ask any questions you have. For the purposes of this forum, it is best to try to limit it to general programmatic questions, or anything that you may not fully understand during the webinar presentation this afternoon. If you have questions that are unique to your project or eligibility, or any other additional questions that are unique to your situation, feel free to contact me directly after the presentation, my contact information is in the NOFO, on the website, and also will be a slide at the end of the presentation with my contact information. I will be pretty easy to find, many of you have already found me over the last couple weeks and asked questions. Feel free to continue to engage with me over the next couple of days until the NOFO closes. Just kind of a brief overview of what we're going to go through today. The agenda, we'll have a programmatic overview of the program, talk about the evaluation criteria for the competition in 2020. We're going to briefly go over the application requirements, and some of the forms you need to fill out to order to successfully apply to the program. At the end we're going to have an opportunity for you to ask some questions, and we will answer those for you. Just a brief history of the program, the FAST ACT first authorized the low no program to provide -- as well as to acquire facilities and equipment to support Low or No emission vehicles. The program only funds public transportation projects, which are projects that support regular continued ride sharing surface transportation services that are open to the general public. Since program inception, FTA has awarded over $279 million for 161 projects across the country. 2020 is the 5th year of the program. Just some quick notes on last year's competition. In 2019, we received 157 project proposals from 38 states plus the district of Columbia, and we had a question of over $500 million. We had 122 of those projects rated highly recommended, and another 20 of those projects rated recommended. We funded a total of 38 projects for just short of $85 million. If you take a look at the numbers, this is a highly competitive project and there are a lot of funding worthy projects that we get in. It is a very intense competition, which is why we hold these webinars and provide information for you to put together applications. A list of all the funded projects from last year are available on the FTA website if you would like to see the projects and the funding amount, in the last year, and as I said, since 2016, the program, we have processed over 500 applications requesting approximately $2 billion in low no funding. The need is definitely in excess of what is made available to you. For the 2020 low no competition, the Notice of Funding Opportunity was posted on January 17th, 2020, by statutory deadline, all applications

for the program are due March 17, 2020. I'll talk a little bit more about that deadline in the section about applying for the program. The application package can be found at grants.gov. Again, we'll have a little bit more information on that coming up when we talk about the application process. The project evaluation period is going to be late March and into April. And then we expect to make award announcement sometime in late spring. So, for, again, for 2020, funding availability this year is $130 million, for the support of low-No Emission buses and facilities that meet the project eligibility criteria. This funding is the -- the authorized amount for the program is $55 million, but through the fiscal year 2020 appropriations bill, Congress authorized an additional $75 million for the program. So this is the most money in any one particular year that we've had for the competition. Projects are selected on a competitive basis. And the criteria is listed in section E of the NOFO, and we'll talk a little bit about that as we go on through the presentation. Any funds that are obligated this year are good for three years past the year of obligation. Any awards for this program need to be obligated by September 30th, 2023. And this last bullet, pre-award authority starts on the date of project announcement. So, if you have projects in progress already they're not eligible. They can only be projects -- you can start with the projects once the projects are announced in late spring. So, one of the main questions that we get here are am I eligible, and also is my project eligible? So here is how we define an eligible applicant. Basically, any FTA designated recipients already grantees of FTA funds, states are eligible for funding, federally recognized Indian tribes, and lastly, local government authorities, which are defined as political subdivisions of any state, and authority of at least one state or political sub division of a state, an Indian tribe, or a public corporation board or commission established under the laws of the state. Regardless of where you fall into these categories, for local government authorities, you must be an operator of public transportation. If you have any questions about whether or not you're an eligible applicant, it is best to contact your FTA regional office, because they have, since they're on the ground in your region, they have the best way to deal with whether or not you're eligible, if not, we will try our best to try to determine whether or not you're eligible if there's a question. One additional item for eligibility information that is carried over from previous years is that applications may partner with manufacturers, consultants and other private sector entities that will help participate in implementing your project. The low no competition, if you identify a project partner, the low no competition satisfies the competitive procurement for applicants named in your application. Make note that partners may be changed after a project is awarded with written approval from FTA. However, the applicant may have to go through a competitive procurement process. Additional eligibility information cost sharing or cost matching, the match for vehicles purchased in this program is 85% federal. That's total federal, whether it comes from us or from other federal agencies that's a total combined federal. There is a minimum 15% non-federal match. The maximum federal cost share of acquiring -- constructing vehicle related equipment or facilities for the purposes of complying or maintaining compliance with the clean air act is 90% of the net probable costs of such equipment or facilities that are attributed to compliance with the clean air act. The award recipient must itemize the cost of the specific discreet vehicle related equipment associated with compliance of the clean air act to be eligible for the share of these costs. Note that projects that have a higher cost share will receive additional considerations. Please review the local financial

commitment portion of the evaluation criteria in the know four on that. I'll touch on that in a little bit when we talk about valuation criteria. So, the second big question we get is is my probable eligible? And unlike the bus and bus facilities program, the low and No Emissions bus program is much narrower. It is limited to -- Low or No emission buses, includes can include buses with at least power source. A Low or No emission bus is defined as a passenger vehicle used to provide public transportation that significantly reduces energy consumption, air pollution or direct carbon emissions when compared to a standard vehicle. The definition is zero emission transit bus or buses that produce, or buses that produce no direct carbon emissions and no particulate matter under any and other operational modes and conditions. Examples of these include -- battery, electric, and fuel buses, note that C and G and propane power vehicles are eligible, however, they may not be rated highly as other fuel projects that have lower emissions than C and G. Other eligible project types, the construction or leasing of facilities and related equipment to support the operation of low no bus leads rehabilitating or improving existing facilities to accommodate or directly support low no buses. When it comes to one of the questions that I've already had is if we have a project that includes equipment or facilities do we have to include buses in our project? And the answer is no, we can fund either buses or equipment or both depending on what your need is, if you already have buses but you need support equipment, that would be an eligible project. Vice versa, if you have equipment that you've purchased and installed locally but you need bus force that infrastructure, then that is an eligible project. It's best to describe your situation in your implementation plans, we understand the nature of your project and how you're going to implement it. There are some parameters around project eligibility that you need to keep in mind. Preference for the low no bus program, there is no preference given to projects in non-attainment areas. Vehicles that made greater reductions in energy consumption and harmful emissions compared to standard diesel buses, or other low no buses which require includes older technologies such as C and G. I touched on this just a second ago that some bus technologies are not going to be competitive because they don't have the as Low or No emissions compared to other technologies, projects must include a suite management plan, documentation of that should be attached in the application. I'll talk about that more in a little bit. Al tuna testing for buses must be completed prior to disbursement of FTA funds. Vehicles must be purchased from a certified transit vehicle manufacturer in accordance with DBE regulations, for more information on DBE requirements see the NOFO section F. Finally, buy America compliance is required in all iron, steel, or manufactured product produced in the United States. The FAST ACT amended these to provide -- content for rolling stock. More information on that can be found in the NOFO in section F. So here's a list of ineligible expenses that may be components of some project that you might be trying to implement….. operating expenses are ineligible. Preventive maintenance of existing equipment is ineligible. Development or deployment of prototype vehicles. Previous project expenses, and I mentioned this previously with regard to pre-award authority, pre-award authority for the low no program is not authorized. Mobility management costs, planning and design studies independent of a capital project. So, if you have a planning project that does not result in a capital project, then those costs are non-eligible. Other ineligible project types are school busses, shuttle buses, or other vehicles that are used for discreet or special service that are not considered public

transportation services. So just very briefly, I'm going to go through the application evaluation criteria. I highly advise that you read through the no four carefully so you have a full understanding of what we are looking for in an application. These are the -- my predecessor called these the six hows of how to write a successful application. So, the first one is demonstration of need. And need is one of the main criteria for need is whether or not you have an unmet need for capital investment. The project also needs to be consistent with the fleet management plan. So all you need to maintain is inventory of all buses and other items such as operating policies, peak vehicle requirements, maintenance overhaul programs. This is pretty standard for maintaining any bus -- part of the demonstration of need. You also need to put in your application, the age, condition, performance of vehicles that will be replaced with any new buses you may receive from this program, including making a statement about buses need to be at or beyond minimal useful life when the project is implemented, and useful life guidelines can be found in FTA circular 5010-1-E. And one other requirements of the application in the supplemental form is to actually list out all the buses that you anticipate to replace through this program. In addition, if you have, please document any sort of additional need that you may have with regard to expanded service, whether it's adding additional routes or whether it's needing to add capacity to align with more frequent headways, so if you have to -- if you have a need to expand your bus -- to meet those needs in your communities, articulate those in your application. And for facilities, you need to describe the -- site the age and describe the condition of the asset relative to its expected useful life. So, next criteria, benefits is the main criteria for the low no program are reduction in energy consumption, and the reduction in harmful and direct carbon emissions, in addition one of the items in NOFO is the accelerated -- program. Any projects that introduce new technology not commonly found within US transit systems such as integrated fair payment systems or advanced propulsion systems, innovation can include practices such as new public transportation, operational models, financial or procurement arrangement or value capture and technology or practices. So, again, please check the NOFO for information on that under the demonstration of benefits. And additional benefits in addition to those listed in the NOFO it might be good to discuss if you do -- if you are using new buses and expanding your fleet for expanding service delivery in your community, then the benefits that your community is getting from that expanded service will be something else that would be good to document in this section. Planning -- local and regional prioritization, just making sure consistent with local planning, and other priorities. In the application, this is best documented through letters of support from any municipalities, or counties, or local stakeholders who might benefit from the implementation of this project. The next one is local financial commitment, and the sources of local match are listed in the NOFO, so I suggest that you read that section carefully so that you understand on the funds that are eligible for local match. In terms of the evaluation criteria, applications that include match greater than the minimum will receive additional consideration. So, that's articulated in the NOFO, so please keep that in mind for your application. The next is the project implementation strategy. And this, going back to the example of buses and equipment, please articulate, the timeframe that you intend to implement a project, if you have any special considerations that need to be taken into -- that need to be completed to implement your project in the application form that is a section that is

going to ask you to list the project milestones. I suggest that you be as descriptive as possible and list all the major style U milestones in your application some of the applications that I've heard in the past have been limited to things very basic like issue RFP, contract begin, contract end, that was kind of the extent of it. The more detail that you put in there of additional stuff that occurred in between those lines would be very useful so that we understand how you're going to implement your project, whether or not the timeframes of implementation between the steps makes sense and are easily attainable. Finally, the technical legal and financial capacity to carry out the project. For most FTA recipients we do regular audits and reviews of grantees to make sure they're compliant with these things. So please make mention of those in your application. Other considerations in the selection process, so after the reviews are scored, the secretary makes selections based on a number of other factors. And other considerations that the administration may take include geographic diversity, to ensure that projects aren't located in or concentrated in one geographic area. Size of transportation -- receiving funds to make sure they're not disproportionately awarded to large or smaller systems, whether or not a project is located in the opportunity zone as designated by the Treasury Department. If application received prior to -- award such as bus and bus facilities, and this was a question that came to me potential applicant asked if they were eligible, and the answer is yes, but if you've received awards recently that could be taken into consideration, but you are eligible to apply, and as I mentioned earlier, if an application possesses a local share that's greater than the minimum, that is another item that is looked at with additional consideration. Couple other considerations, I mentioned the innovation portion of the -- when I talked about the benefits criteria. So, FTA has the accelerating innovative mobility otherwise known as AIM, which is promoting new technology, innovate models, financial procurement arrangements and value capture, more information can be found on FTA website listed here. And the other item in the no NOFO is consider is the ROUTES initiative, which is -- to the extent the project reflects unique challenges that rural transportation has, the department will consider how the activities proposed in your application will address those challenges regardless of the geographic location of those activities. So, again, please refer to both the NOFO and the ROUTES website for more information on that. This is a snapshot of the Low No program web page. You'll find resources to learn more about the program. Low no buses, some technology in the industry as well as links to previous project selections, so you can get an idea of what types of projects have been funded in the past by FTA. So, please utilize this resource, and if you have questions, or if there's additional information that you can't find, then please feel free to reach out to me. Okay. And with that, I'm going to temporarily pass the baton over to my colleague Walt Smokey, who is going to talk a little bit about the grant application process and how to navigate and work through grants.gov.

>>Speaker: Thank you. This header slide is basically introducing you to three main pages of this opportunity announcement. One starting with the FTA website, going into the notices of funding opportunity page, which is specifically maintains current notices FTA has published opportunities with their closing dates. And we published the opportunity, and we have links on the opportunity -- next slide, please.

So as you can see, on the slide on the right, it has the low no funding opportunity, and then on the right side of that funding opportunity, I would recommend that you use this as a navigation point from which you navigate to grants.gov and other links that are related to this funding, the description of program. You can -- by moving to the circled items...next slide. Moving to the circled items, you can-and-a-half gait directly to the website in grants.gov. Grants.gov is maintained by another federal agency, which houses all funding, government funding opportunities, and we use this as a service, as well, and we rely on the grants.gov to provide us your applications, and the files that are transmitted to them. So, in this slide deck we've provided you the links to the various sites and how to apply. Next slide, please.

This is a screenshot from the grants.gov opportunity synopsis. The synopsis page has like four different tabs, including the synopsis, as well as the various attachments that you will need to submit this application. One of the attachments contains a link to the federal register, and the supplemental form which we use for you to submit and write down your proposal for this application, and also the SF-424, which is the application form, you can click on that and download these files to your desktop. And then also to move directly to the submission forms. The application package contains the SF-424, which is a...form, as well as attachment form. So, and these are all, again, available on the grants.gov website. And you -- once you complete your supplemental form, you would attach it into this attachment form that we've provided. Next slide. This is a screenshot of the application package as well as the SF-424. Two primary elements. Next slide.

The -- part of the application package, the supplemental form, this is a -- the PDF where you submit your proposal, and respond to all the elements that have been requested. So it's just a structured way of writing your proposal. You should not modify it, you should actually enter it -- enter data into it, and not -- let's take screenshots or whatever to put in there. It requires you to actually physically type in the responses in this form. Again, attach it to the attachment form in the SF-424. Next slide.

A little about grants.gov. For those of you who have not previously used grants.gov, you have to register in the grants.gov system. In order to do so, you must be registered in the system for award management. I would recommend that you start at this link, which is the tab for applicants. It contains all the required information for -- and walks you through the process of registering in grants.gov, of the various requirements that you have to be registered in Sam, you have to have a current registered Dunns number in Sam. And you establish an account in grants.gov.

>>Speaker: Referring back to the grants.gov, so there's an applicant's page, and it's displayed currently on the screen. Again, I would recommend that you review this, and go through the process of -- for those who have not previously submitted a federal applications for awards, you must be registered in system for award management, going through this website and portal, they'll walk you through the process, and assist you in registering in Sam as well as registering in grants.gov. Next slide.

The organization that's -- which is applying for this opportunity, again, you must assign specific roles for users so that -- next slide. So that you can actually create a folder within grants.gov where you and others who are submitting, or writing the proposal can actually participate and collaborate without having to resort to emails and sending the application process via email. You can directly save in grants.gov, and then submit from this work space to the application to grants.gov. Next slide.

So this basically the elements, the key points, or the key links for you to -- on the FTA website, as well as in grants.gov to use in preparing the application, and submitting the application to grants.gov. So, once you've submitted to grants.gov, you will receive a notice from them that application has been submitted, or has been accepted by grants.gov. We in turn, FTA, will then at closing, we will download all the applications into our grant evaluation system. If there are issues, generally if there are issues with the supplemental form, and we need clarification, you will, again, you'll be notified by our discretionary grant system, respond to either replace or fix or correct and send us a new application. And this will be handled automatically. We will then take your application and process it through our discretionary grant system for evaluation. Again, the key elements here are that you must first of all be, in order to apply, and to get an account in grants.gov, you must be registered in Sam. That is your DUNS -- under your DUNS number, and then you must specify who will be managing the grant, and who will be able to submit. You must identify the specific roles in grants.gov. Other than that, if you run into problems with submitting, or problems with technical issues within grants.gov, I recommend that you contact their grants.gov applicant support, we've provided a phone number there as well as email. I would think that email is the most effective or efficient way to speak with them, and they can help you resolve the problems. Questions about the program, programmatic issues should be referred back to the FTA. Whereas any technical issues on submission would be best handled by the grants.gov. Closing date is 11 -- basically midnight on March 17. So midnight East Coast time, Washington, D.C. time. All applications must be within, or received by grants.gov.

>>Speaker: Thanks, Walt. Again, to summarize some of the information that Walt just went through. Online, the information, the NOFO information is on gov info.gov. That's where that -- one of the places the NOFO is available. Additional information on the program where you can find the application material on grants.gov. The application for freshman assistance commonly known as the SF-424 is the mandatory portion of your application, it is required for applying to -- for any federal grant. The supplemental form is specific to the low no -- essentially your written project proposal to us, that is a form that we use to vault your application, so the information that is in there is extremely important. You must use the fiscal year 2020 as the form is different from last year's form. We will not accept forms from previous fiscal year, forms that have been scanned. The form is available from our website, or from grants.gov. This is extremely important. The form is fed into our system that we use to vault applications, and if the incorrect form is used, or form from a previous year is used, the information will not be populated into our system in the correct manner and we might not be able to evaluate your application correctly. Please download the form ahead of time to make sure you don't

have software compatibility issues with the current version of the form. So, again, this kind of reiterating the same point, which is kind of get things done as early as possible, register for grants.gov, make sure that you've got the form downloaded and you can fill it in and save it in and it works, and then we've got the application deadline of 11:59 p.m. March 17, 2020. It's extremely important to -- at least attempt to submit your application a few days before that in case you have problems so that either us or grants.gov can potentially help you with any issues that you might have. So please submit earlier than the deadline if possible. Some additional information about the supplemental form and the SF-424, supplemental form and supporting documentation, supporting documents must be attached to the attachment section of the SF-424. There is only one per SF-424, another note regarding these two documents is the federal amount being requested for the program in the SF-424 must be the same as in the project budget section of the supplemental form. There is a section in the project budget section labeled 5339-C. And that is your federal amount that is in your form. Please label your attachments. As an example, attachment A called supplemental form, B, letters of support, attachment C, you know, could be commitment of local match. Make it easy on the evaluators to understand what documents are what, ante very least include some sort of description in the document and the file name and the narrative making it easy for the reviewers to verify the information in the narrative. So, in your supplemental form, refer to the attachments that you have put newer application so it's easy for them to refer to the information. For instance, again, local match, you need to include some sort of proof of commitment to the local match both committing to the local match and also the amount of the local match. So please refer to the attachment letter that is committing to the local match in your narrative so that it's easy for us to understand. It's easy to find the attachments that you're referring to. Reviewers have a lot of applications to review in a short time, so, making it easier on them by labeling things or making it easy for the reviewers to find different parts of the application. That's really important and will be extremely helpful to us in reviewing. So, after all that information, I know it's been a lot, and you probably still have questions, or maybe things aren't clear, but as kind of key takeaways from the -- both the presentation that I gave and the portion that Walt gave, is please use the NOFO, all the information is there for you to explain how to apply for the program, and what we're looking for in terms of criteria, eligibility requirements, eligible projects, the evaluation criteria we use and some of the direction on how to apply. Also, please utilize the frequently asked questions section of the web page. Because, a lot of those questions are frequently asked. Quite honestly, we've gotten a lot of questions already that have been asked that are in those -- that was a question, just scan through there as best as possible and try to see if the resources available is answer your question. Documentation is crucial. You must include supporting documentation to support the information that is in your supplemental form. Again, using the example of things like local planning prioritization, please attach letters of support of the project for things like commitment to local match, please attach letters saying the money is available and committed to your project. Because we will be looking for those things. And finally, I'm going to just say tell your story, make sure that -- not just tell your story, make sure that what you want to do is understood by whoever picks up your application. So, I know that in the transit agency we're talking about technology and buses, and we have a lot of industry lingo that we

use, but at the end of the day, people who look at your application might not be completely familiar with you or what you're trying to do. So just be clear on, in your application on who you are, what you're proposing, what do you need -- why do you need what you're requesting? What measurable benefits do you expect from your project and how will your community benefit, what resources are you bringing to the table to help you implement your project, and how and when do you intend to implement your project? So being clear about those things will make it easier for us to score your applications. And with that, this is my contact information, as promised. On the website and in the NOFO as well. If you have any particular questions that were not answered already, or if you can't find the answer to something, either from the resources that are made available, feel free to reach out to me. I'm pretty much free to answer any questions between now and March 17 before the application period closes. I'm available to you as a resource. With that --

>>Speaker: Great, thanks. We have quite a number of questions that we hopefully left time to go through some of those. If we do not have time to answer your question now, we will follow up using the email address that you registered w or as Victor said, reach out directly by email. We'll go ahead and try to answer some of these. Before we do that, I wanted to point out to you that this webinar has been recorded, and will be made available on FTA's website, will also send out to all the participants notice when the webinar, as well as the transcript are available for you, that you can share with your colleagues. I also want to point out the file sharing has this presentation loaded up as well as the frequently asked questions document. That may be of help to you. So, let's...look at the questions we've got here. So Victor, one question is can the low no funds be used to purchase vehicles for a test fleet? Where those vehicles would not count towards active service numbers?

>>Victor Waldron: No, they cannot. And must be available for revenue service.

>>Speaker: Can low no funding be used to install charging stations that were purchased with another grant? We're thinking that one over. Might be one we need to circle back around with you. So we'll follow up with you on that one. This is a question about Illinois, but I think probably a general question other people have. Can TDCs be used as part of the local match?

>> Very, they can be. Just make sure that you articulate what you're using in the application so that it is clear.

>>Speaker: Great. The Volkswagen mitigation funds, is that considered non-federal source for purpose of match? We'll get back to you on that one. We need to double-check that. As I mentioned earlier, we do have your email, and I've got your name here. So we'll use the email that you provided, we'll follow up with you on that one. So, if a -- has a contract with a low emission bus manufacturer that is in place already, with an option to purchase additional vehicles, can they use those options to purchase vehicles under the Low-No Emission bus program, or would that fall against the -- preaward authority prohibitions? As long as you haven't actually exercised an option to purchase

the buses, they would be eligible.

>>Speaker: Great. So, when people are working their application to -- how specific do they need to be? Would they need to be able to say the type of vehicle they wanted to use, hydrogen, electric, is that the level of specificity they need to have?

>>Speaker: I would recommend as both the program manager and having been a reviewer for this program and many others, be as descriptive as possible. As I said about telling your story, we need to understand what we're funding and why we're funding it. And in this case, often we're replacing other buses. So the more specific you can be about what buses you are purchasing, how you're going to use them, and what buses they are replacing, the easier it will be for us to evaluate your application.

>>Speaker: Great. Thank you. If someone is using -- would like to propose to use funding to purchase a fare system, can that be done as a standalone project, purchasing fare system for -- emission vehicles without also at the same time purchasing the vehicles themselves.

>>Speaker: We're going to have to circle back on that. That one -- I'm assuming the question pertains to fare equipment for a low No Emission bus...circle back on that one. I'm not entirely -- let's double-check.

>>Speaker: You did mention the aim and routes initiative. There might have been confusion on that. The question was moisture U how much funding will be available for those. Would you kind of clarify that?

>> If you go to the website, there is a -- I believe there is a small Grant Program for aim. Now, that -- I guess the easiest way to describe, with regard to the Low-No Emission, there is no specific money set aside, there are additional considerations that if you, shall we say, weave them into your project narrative, if you address these things, if you have innovative technology a part of your project, or if the implementation of your project is going to help solve some of the unique challenges that rural areas face, then those applications will receive some additional consideration. But in terms of any like separate money for those programs specifically, there are none.

>>Speaker: All right. One of our questioners notes that 5339B just opened, is there any advantage to applying under the low No Emission program if you specifically are looking to purchase electric buses as opposed to the other programs?

>> Of course, apply to our program. So low and No Emission buses are eligible under both programs, obviously this is a targeted program. So, it's really up to the applicant how to allocate resources in terms of applying for GRAVENLTS since this is a targeted program, like I said earlier, there's more money than in past years, the bus and bus facilities program is a larger program, but it also has much broader eligibility in terms of types of projects. I would suggest just taking a look at both programs and apply to one, apply to the other, apply to both. It's totally up to the applicant.

>>Speaker: Good. This one has several projects that they want to propose. Do they need to do that in multiple applications, to what extent can you bundle proposals together in one application?

>> I'm not sure what entity is asking this question, if it's a case of a state applying for multiple rural areas, the recommendation would be to bundle by project types, so if you are buying buses for maybe several areas within your state, and then you might have equipment or other facilities that maybe would be going to other places, you know, maybe separate obligations for the different project types.

>>Speaker: Okay.

>>Speaker: If the person asking that question, feel free to talk to me, we can talk about your specific situation.

>>Speaker: Is there a workforce development portion to this grant opportunity?

>>Speaker: There is, yes. The workforce development is limited to half a percentage of the total project eligible activities in the project as well as an additional half percent for training with the national transit institute.

>>Speaker: Great. Questioner asks, we recently got an award from the bus and bus facilities program for charging infrastructure, and we want to submit a low no application for zero emission buses, a complementary project, is there -- will we be penalized for having received a previous award?

>> The answer to that is no, you won't be penalized. I would suggest looking for buses for the charges facilities, and I kind of mentioned this broadly earlier, just make sure that you describe in your project implementation section that you already have the charging infrastructure and basically talk about your project plan and how you implement, kind of tied to this other grant that you have successfully received. So, again, tell your story, talk about what you've done and what you're trying to do, and we'll take a look.

>>Speaker: Great. Whether questions will be made available on our website? They will certainly in the form of the transcript. And then if there are things that seem to have a broader interest to a larger audience, we can add those to our frequently asked questions list.

>>Speaker: Definitely.

>>Speaker: Our next question. Okay. The NOFO points out that the vehicles to be replaced at their minimum useful life at the time of project completion. So does this mean that the vehicle being replaced must meet their minimum useful life when the new vehicle is delivered?

>>Speaker: The answer to that question is yes. Basically if you have a bus that's useful life is set to expire a particular date, the minimum requirements under 50101-E, the delivery of the bus implementation of the project cannot occur before that time.

>>Speaker: Okay. Is there an example of project implementation plans available at FTA's website?

>>Speaker: No. Again, for the questioner, definitely give me a call or email. We can maybe get a better answer to what you're asking for that question.

>>Speaker: Can local governments bundle C and G buses and fueling infrastructure together on the same grant application?

>> The answer to that question is yes. You can bundle your application any way you think is best. Again, telling your story, talk about your project, what you tend to achieve through your project, and why you have these two project elements together and why they're important.

>>Speaker: This maybe our final question at this point unless others want to chime in on the Q&A box. If someone does apply for 5339B and C, and are fortunate enough to get both, are they able to decline one of them? Of course you can't replace the same bus twice.

>>Speaker: I'm assuming the questioner is asking if -- basically the same project, applying under two programs, given the project time lines, you might find out about one before the other anyway. So, I'm not --

>>Speaker: That wasn't quite enough of an answer, please follow up with Victor. As I said, there were a few questions that we wanted to follow-up on as well as a few that we needed to skip. And so we'll follow up with those questioners, at your email addresses you registered with, and we'll get back with you on those. Great.

>>Speaker: Okay. Thank you.

>>Speaker: Thank you. Thank you for joining us today. And please be in contact if you have questions about the program.