

FY2023 Enhanced Mobility of Seniors and Individuals with Disabilities - 5310 Call for Projects Q&As

Question	Answer
<p>Traditional Capital & Non Traditional Costs</p>	
<p>1 We have been told in the past that we can only get funds for Mobility and preventive maintenance. However, we provide public transportation to all people. Should we be filling out all of the questions?</p>	<p>All items with a red asterisk* indicate a mandatory field and require a response. All responses need to be clear and concise and communicate how the agency will allocate and apply the funds. Also, all applicants are required to complete all appropriate sections of the application completely and thoroughly with the most current information.</p>
<p>2 If we are interested in getting a contract service to operate an existing route, would we be able to place it under capital or operating?</p>	<p>Purchase of Services would be a capital cost.</p>
<p>3 Is 40% still eligible for Operating Costs (5310 Program)?</p>	<p>Not more than 45% of the funds allocated per year may be used for "other" Section 5310 projects, which include operating expenses. This cap on operating expenses applies to both urbanized areas and rural funds separately.</p>
<p>4 In previous years, when requesting funds for rolling stock through the 5310-grant process, we were advised that the rolling stock purchased could only be used as a 5310 asset. With our agency providing both an urban and rural service, it is difficult to keep rolling stock specifically for 5310 services. Currently, we allocate all vehicle expenses based on vehicle utilization regardless of how the asset was purchased. Can you please advise if the requirements have changed?</p>	<p>The agency should continue to allocate both an urban and rural service, rolling stock specifically for 5310 services. Rolling stock purchased with 5310 should be used for providing the 5310 service. FTA provides 5310 financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas.</p>
<p>5 <i>Supporting volunteer driver and aide programs. Volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of enhancements to increase capacity of volunteer driver programs are also eligible.</i> <i>Do the related support functions include training in the operation of mobile phone apps as well as vehicles (minibuses, vans, etc.)?</i></p>	<p>Training in 5310 is generally for travel training for passengers, how to access an app and complete a trip to a new user could be reimbursable.</p>

6	<p><i>Alternatives to public transportation (capital and operating) that assist seniors and individuals with disabilities with transportation.</i></p> <p>Does this mean that the funding could be used to cover the salary and insurance for the drivers who operate the Microtransit service?</p>	<p>Driver salaries, fringe, and insurance are eligible reimbursement items under operating, but requires a 50% local match ratio that must be provided.</p>
7	<p>Are driver's salaries an allowable expense?</p>	<p>Section 5310 drivers salaries and benefits are an eligible operating cost.</p>
8	<p>Can vehicles purchased during TIGER grant funding be utilized for vehicle replacement with 5310 Grant funding if the vehicle has exceeded age and mileage requirements. The vehicles would be utilized for support of 5310 supported transportation activities.</p>	<p>If the current vehicle is dedicated to 5310 service than it can be replaced it with 5310 funds. If not, you could possibly request expansion vehicles for 5310 services.</p>
9	<p>Section 2.10 Mobility Management #3 Public outreach & Education list examples of allowable expenses to include Marketing & Educational materials. We have been notified in the past that we are not allowed to utilize funding for Marketing. Could you please provide samples of allowable Marketing and educational material expenditures that are allowed with 5310 Mobility Management funding.</p>	<p>Information strictly for program outreach or educating riders about 5310 transit options such as post cards or pamphlets, can be allowed but must be pre-approved prior to printing by the PTC. Promotional items such as key chains, water bottles, flashlights etc. are not eligible for reimbursement. Also, it must be reasonable and necessary to implement the scope of the PGA and is determined on a case-by-case basis.</p>
Budget		
10	<p>When completing the Budget & Milestone section it only allows for one year. So is it not necessary to complete milestones for year 2?</p>	<p>The "Budget & Milestones" section only has milestones for Year 1; year 2 milestones should not be entered. The multi-year budget is for year 1 & 2 Budget requests.</p>
11	<p>Does budget and milestone have to equal the multiyear budget? We are submitting \$65,000 for mobility manager and \$135,000 for preventive maintenance. Our year 1 multiyear budget is = year 2. However, I'm confused about what the budget and milestone should look like</p>	<p>There is an example of what the budget should look like in the Webinar Slides. Budget & Milestones page = year 1 budget. Please go to the website https://www.txdot.gov/business/grants-and-funding/public-transportation-grants.html and download the presentation slides.</p> <p>Year 1 should reflect the Budget & Milestones line items, minus the milestones, exactly. Year 2 budget should be requested for 2nd funding considerations. (in the past you were required to attach a spreadsheet with 2nd requests)</p>

12	The Federal Apportionments table in the 5310 Application Instructions has a specific amount for my area. Is this the Budget amount I should be using for the year 1? And should I use the same Budget amount for year 2?	Please ask for funding amount you would need to implement the project proposal you are intending on delivering. PTN received a 44% increase in funding for 5310 and there is a large sum of residual funds.
Match		
13	I understand that there is a 50% match requirements for operating costs and "Above and Beyond" ADA costs. My question is - is the match requirement the same for capital costs and "traditional" capital costs? I can't find this specific language in the guidance.	Generally speaking, the match ratio for Traditional Capital cost is 80/20 (match) and 85/15 for vehicles. Non traditional costs such as Operating the match ratio is 50/50 and local match is required from the agency.
14	Also, are toll credits applicable?	Transportation Development Credits (TDC) previously toll credits, are available for Capital expenses such as Purchase of Service or Vehicles etc.
15	Our agency is considering reaching out to area taxi cab company to see if they would be willing to partner for weekend and before and after hour service in certain counties where available to E and D riders. Can the purchase of service be capital and received 100% reimbursement?	Purchase of Service (POS) is a 80/20 split but you can request TDC to cover the 20 percent match. POS is considered a capital expense. The total cost of the project should be reflected in the "Award Amount" column.
16	Do we provide the TDC amounts? And if we do, where do we get these amounts? I read in the instructions that we check the TDC requested box. Is the Match Ratio 80/20?	TDC are transportation development credits you just must check the box for TDC indicating you want to be considerer for the credits.
17	Can a Rural Transit District that provides services to various partners by coordination/service agreement i.e. (traditional such as MHMR, Area Agency on Aging, Senior Citizens Centers) utilize Toll Credits/ Transportation Development Credits (TDC) as a match for Operations activities such as driver wages, fringe benefits, and 5310 vehicle fuel and insurance cost in place of 50/50 Required Local match for Operations expenditures.	No, TDC can not be used as match for operating, but you could use in-kind match or TxDOT state funds for the 50% match requirement.
Misc.		
18	I represent a transit agency and in the past, a non-profit organization has been under our wing, in the same application when applying for the 5310 funds. My question is...Is the non-profit organization able to apply for the grant itself without our partnership and vise-versa?	Both parties would eligible for funding but since the non-profit has never had a PGA with us they would need to be vetted as an organization. They would have to have a Unique Entity Identifier (UEI) in SAM.gov, go through compliance review, single audit etc. which takes some time and could mean that funds are not available at the anticipated start date. Also, these are competitive grants so if both agencies apply, you will be competing against

19	<p>I am new to working on coordinated transportation planning and in reviewing the call for projects instructions for the 5310 projects this year, I saw that the state's funding for rural areas is allocated by TxDOT district rather than COG/coordinated transportation region and was wondering: a) why the funding is allocated this way rather than by COG region, since TxDOT districts do not align exactly with the regions used for the coordinated plan, and b) if TxDOT would consider re-allocating the funding for this call by COG region instead of TxDOT region so that projects within the same COG region that are part of the same coordinated plan are only competing with one another rather than with projects from other planning regions. I do realize in looking at the other calls for projects from prior years and seeing that they have also used the districts to allocate funding , so I realize that it's just how it's been done for a while but I think it would be worth considering aligning them to the planning boundaries instead.</p>	<p>The allocation of 5310 funds is laid out in the Texas Administrative Code. The 5310 funds are allocated by district but the district allocation isn't the total of what is potentially available. Often there are districts that don't have applications for their full allocation or there are unspent funds left over from previous years. The applicant should ask for funding amount needed to implement the project proposal they intend on delivering. The applicant should specify that they are applying for funds in more than one district.</p>
20	<p>On the grant application in eGrants, in the first part of the application on #3 where you can click a view the Texas Transportation Commission Strategic Plan for 2023-2027, it has the plan for 2017-2021. Will the 2023-2027 be upload soon?</p>	<p>It is uploaded on https://www.txdot.gov/business/grants-and-funding/public-transportation-grants.html scroll down on the page and you will find the presentation it has the link to the 2023-2027 strategic plan or you can go to txdot.gov and search for "Texas Transportation Commission Strategic Plan for 2023-2027."</p>
21	<p>I am confused on the "Mobility Management, Purchase of Services, Operating" Section. We are just submitting for Purchase of 5310 Transportation Services for our subcontractor. If I marked "No" on #1, related to Mobility Management, then should the others be "No" as well?</p>	<p>Questions 1, 5 and 7 are all unique and not related to each other. If you are only requesting purchase of service #5 would be yes and the other two should be no.</p>
eGrants - Technical Assistance		
22	<p>How do I delete a description line once I selected an option. Selected a description by mistake and get an error message: For row 2 you must include a description and an award amount. I need to delete that row.</p>	<p>If you select the short description drop down, scroll all the way to the top just select the blank space and save.</p>