

FY2021 Enhanced Mobility of Seniors and Individuals with Disabilities - 5310 Call for Projects Q&As

Traditional Capital & Non-Traditional Costs

Q1 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 the questions regarding such as 8, 9, 10, 11 and 13? We have not been asked those questions in the past on the 5310.

A1 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.

Q2 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?

A2 Purchase of Services would be a capital cost.

Q3 Question: Is 40% still eligible for Operating Costs (5310 Program)?

A3 Not more than 45% of the funds allocated by district boundaries or combination of district boundaries may be used for other Section 5310 projects, which include operating expenses. This cap on operating expenses applies to both urbanized areas and rural areas.

Budget

Q4 When completing the Budget & Milestone section it only allows for one year. So, it's not necessary to complete milestones for 2nd year.

A4 Correct the "Budget & Milestones" section only has milestones for Year 1. The multi-year budget is just for Budget requests.

Q5 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

A5 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/inside-txdot/division/public-transportation/local-assistance.html> and download the presentation slides, it's slide # 26. 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)

Match

Q6 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.

A6 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.

Q7 Questions: Also, are toll credits applicable as well?

A7 Transportation Development Credits (TDC) previously toll credits, are available for Capital expenses such as POS or Vehicles etc.

Q8 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?

A8 Purchase of Service is an 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.

Misc.

Q9 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 vice-versa?

A9 Yes, both parties would be eligible for funding but since the non-profit has never had a PGA with us they would need to be vetted as an organization so they would have to have a DUNS number, go through compliance review, single audit etc. This would take some time, and I am not sure we have adequate time to review all the information before the application deadline. These are competitive grants so if both agencies apply, you will be competing for the same funding that has been allocated to your district for 5310.

Q10 I am new to working on coordinated transportation planning and in reviewing the call for projects instructions for the 5310 projects this year (<https://ftp.txdot.gov/pub/txdot-info/ptn/programs/2021-enhanced-mobility/application-instructions.pdf>), 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.

A10 The different geographies do add a level of complication. The allocation of 5310 funds is laid out in the Texas Administrative Code. The TAC does get amended from time to time so I'll be sure to mention this so that it can be considered. The specific reference is Title 43, Part 1 Chapter 31 Subchapter C Rule 31.31 (g) (1) and (2): "For urbanized areas with a population less than 200,000, 25 percent of the available funds will be allocated equally, using department district boundaries of the districts that include such an area." "For rural areas, 25 percent of the available funds will be allocated equally, using department district boundaries of the districts that include such an area."

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. Therefore, a CAPCOG county that's not in the Austin district still has a chance for funding. The applicant needs to be sure to specify that they are applying for funds in more than one district, however

eGrants - Technical Assistance

Q11 I am trying to fill out the mobility management, purchase of service page of 5310 in egrant but I keep getting #6 and #8 questions are required. We answered NO to the question, Are Purchase of Service expenses part of the proposed project description? We also answered NO the question, are operating expenses part of the proposed project description? The system will not allow me to go any further without those questions being answered. Please advise. We didn't think those questions #6 and #8 applied to us

A11 This issue has been resolved by the eGrants contractor. If you are continuing to have an issue please let them know by contacting ptn-egrantshelp@txdot.gov or by phone 512-486-5957

Q12 Under "Vehicle, Above and Beyond ADA," I get an error message saying an answer to Question #5 is required but there is no #5. The questions jump from 1 to 7, I assume because I answered no to #1.

A12 This issue has been resolved by the eGrants contractor. If you are continuing to have an issue please let them know by contacting ptn-egrantshelp@txdot.gov or by phone 512-486-5957

Q13 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.

A13 If you select the short description drop down, scroll all the way to the top just select the blank space and save.