

Questions	Answers
<p>Is there funding available from the schools to pay for our services?</p>	<p>CE11: May recipients add new routes to take schoolchildren to school or other sites for meals?</p> <p>A: Yes. Recipients may establish new routes that serve critical community needs at any time. FTA's charter rule at 49 CFR 604.3(c)(1) defines charter service as the exclusive use of a bus or van for a negotiated price. If a recipient provides exclusive transportation for schoolchildren to meal sites, and the service is funded by a third-party, such service would be categorized as a charter service. Although normally prohibited under FTA formula funding, charter service is eligible for COVID-19 response for up to 45 days from the beginning of each state of emergency incident period. For charter services lasting longer than 45 days, the recipient should submit a request to the Emergency Relief Docket.</p> <p>https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19</p>
<p>Wouldn't this be considered a charter? Since we are only transporting rider of a certain group?</p>	<p>Recipients may establish new routes that serve critical community needs at any time. FTA's charter rule at 49 CFR 604.3(c)(1) defines charter service as the exclusive use of a bus or van for a negotiated price. If a recipient provides exclusive transportation for schoolchildren to meal sites, and the service is funded by a third-party, such service would be categorized as a charter service. Although normally prohibited under FTA formula funding, charter service is eligible for COVID-19 response for up to 45 days from the beginning of each state of emergency incident period. For charter services lasting longer than 45 days, the recipient should submit a request to the Emergency Relief Docket. https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19</p> <p>School transportation is essential to reopening the economy. School bus capacities will be greatly reduced. If public transit has capacity to assist, the community will benefit.</p>
<p>How would school bus transportation not conflict with 49 CFR § 605.11?</p>	<p>Please refer to:</p> <p>CE11: May recipients add new routes to take schoolchildren to school or other sites for meals?</p>

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<p>We just had to sign a no school bus federal policy. Would this be waived? We have only two CDL vehicles.</p>	<p>Please refer to: CE11: May recipients add new routes to take schoolchildren to school or other sites for meals?</p> <p>A: Yes. Recipients may establish new routes that serve critical community needs at any time. FTA's charter rule at 49 CFR 604.3(c)(1) defines charter service as the exclusive use of a bus or van for a negotiated price. If a recipient provides exclusive transportation for schoolchildren to meal sites, and the service is funded by a third-party, such service would be categorized as a charter service. Although normally prohibited under FTA formula funding, charter service is eligible for COVID-19 response for up to 45 days from the beginning of each state of emergency incident period. For charter services lasting longer than 45 days, the recipient should submit a request to the Emergency Relief Docket.</p> <p>https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19</p>
<p>A current transport driver who already possesses a class A/B CDL with the Passenger endorsement and no restriction for airbrakes -would need the following:</p>	<p>Collaborations between Public Transit and School Bus Transportation</p> <ul style="list-style-type: none"> · Substitute School Bus Driver Opportunities · Regular Students near existing Public Bus Routes

<ul style="list-style-type: none"> · Attend the School Bus portion of instruction on day two of bus class. The School Bus (S) endorsement test could be given and recorded that same day. · Drivers will need to obtain a class B Commercial Learner’s Permit with the “S” endorsement. · Drivers will be required to have a valid DOT medical card on file with DMV and have proof of recent drug screening prior to behind the wheel training. · Drivers will be required to attend behind the wheel training and pass all skills tests in a school bus. *The behind the wheel training could be abbreviated depending on the skill level of the driver since they already have experience operating a large commercial vehicle. 	<p>Possible Funding Opportunities (Contract Transportation)</p> <ul style="list-style-type: none"> · Modified Day Student Transportation · Homeless Transportation · Special Needs Transportation · Rurally Isolated Students
<p>What about encouraging children to walk and bike to and from school?</p>	<p>If the school is local that is a practical suggestion.</p>
<p>What will coordinated transportation look like? We have a juvenile within one mile from a dialysis patient? For the sake of efficiency and coordination, we could transport them together? I wouldn't think so.</p>	<p>Cam's example probably will not work, but the challenge is to find possibilities that will work.</p>
<p>Will this be for short term or long term mask needs?</p>	<p>Use the number of employees you have to answer those questions</p>
<p>Do we include the fares used for RGP (Rural General Public local match) match on the 5311 CARES Act reimbursement form?</p>	<p>No.</p> <p>Actual Farebox Revenues: Farebox revenues are fares paid by riders, including those who are later reimbursed by a human service agency or other user-side subsidy arrangement. Farebox revenues do not include payments made directly to the transportation provider by human service agencies to purchase service. However, purchase of transit passes or other fare media for clients would be considered farebox revenue.</p> <ul style="list-style-type: none"> - A voluntary or mandatory fee that a university or similar institution imposes on all its students for free or discounted transit service is not farebox revenue. - Payments made directly to the transportation provider by human service agencies and university fees passed on to the transit provider

	would be considered “program income” and may be used to reduce the net operating cost of the service or may be used as local match on the existing grant.
Are we required to start our CARES Act reimbursement claims as of 1-20-2020 or can we choose a later date, for instance, 4-1-2020? If so, would we be able to deduct fare-box revenue beginning 4-1-2020 also?	Yes, you can start any time after 1/20/2020.
The facility projects were approved by the BOT last week. Can we expect contract agreements on them soon?	Applications should be in the system soon. Some specifics related to project management are being finalized with FTA.
Is there a recommended frequency for filing reimbursement on 5311 CARES act agreements? By month, by quarter, etc.?	You may file claims no more than monthly but no less than quarterly.
When will be notified of what our allotment will be for FY21 for the CARES money? In our situation, I would think that the money currently allotted equates to roughly 5 months of service. I am confident we will consume what we are currently allotted. It would seem a reasonable formula would be the same amount slightly more than doubled to accommodate a full 12 months of the next FY.	There is no assumption that the first allocation would last a certain time period. We are in the process of determining the allocation plan for the remaining funds based on need.
5339(b) - Applications? The applications and funds have been approved	This is the application needed for oversight – in EBS. We are finalizing compliance details with FTA.
We had submitted our third quarter 5311 claims at 85% before it was decided that it would be reimbursed at 100%. Will we be credited for that amount?	Claim payments already made are not eligible for 100%. Please keep in mind the 100% flex will not increase your Federal funds; only remove the state and local match requirement reducing your available funds.
In answer to the question , the first allotment will need to be one lump sum for this year alone if the agreements are just now going out. In other words, If I chose 2-1-2020 to the end of this FY, I would file one lump sum instead of monthly/quarterly since we are 3 weeks away from FY20 end.	The initial CARES agreements are good through June 2021 so it doesn't expire this month.

<p>Want to be sure that I understand correctly. If we would like to submit for capital funds with CARES it will have to be done during the 2nd disbursement</p>	<p>The second allocation is being determined currently. Capital grants already approved are not eligible for CARES funds. (2020 Agreements)</p>
<p>Are you issuing a blanket POP Extension for capital grants or do we need to apply for individual POP's?</p>	<p>Yes, this is being worked out currently. Please make sure your MDS is aware you have not received your vehicle and need a POP extension.</p>
<p>Right, but I have calculated the full amount to be consumed already. Again, we are doing a budget amendment (Required at local government level for the amount already approved in phase 1). We are expecting to have need for it all. With this in mind, I am planning to submit one claim from 2-1 to 6-30 which will be either all or close to the full amount.</p>	<p>This will be the case for some – it will help gauge the level of need for the remaining funds.</p>
<p>Would hand sanitizer be listed as Cleaning Supplies?</p>	<p>This would be listed a PPE and can be considered an office supply.</p>
<p>Hand Sanitizer: PPE, Cleaning, Or First Aid - thought it should be one of those according to the claim. So, no, it should be "Office Supplies"? On the van, for drivers?</p>	<p>It is considered PPE for Operating expenses, please put it where you would normally expense it.</p>
<p>I thought the prior question was, instead of submitting a quarterly claim since it is almost June 30, can our CARES claim cover Feb 1 - June 30, or Apr 1 - June 30, and not submit 2 claims (one per quarter)?</p>	<p>Yes, Cares claims do not have to adhere to normal claim guidelines in respect to quarters.</p>