

Questions	Answers
Can you break down what you are referring to when you say HVAC system on buses	Ventilation systems in buses.
Does John feel that the sneeze shields and other barriers are effective in keeping airflow from the drivers?	Yes, it can. Something to think about is how much area is sealed off. Also, in the driver's area is there positive or negative pressure? An open window will pull all of the air from the passengers by the drivers. You want to create as much positive pressure as possible.
I am starting to get worried about getting my county reimbursed for 1st quarter. Right now the only grant I have that can be invoiced in EBS is 5310. I have already received 1 of my vehicles. Is there an estimate when we may have our fully executed 5311 Admin and Capital Agreements and Change Requests approved for CARES?	Please send an email to your Planner to find out where you are in the queue.
To be clear....can we or can we not be reimbursed for operational expenses? Those aren't eligible under 5311 admin. Contract revenue is purchase of service. So be specific please. (CARES ACT) So then why isn't contract deducted out? That would mean you must deduct.	Guidance from FTA on how to treat Contract Revenue has been obtained. This guidance indicates that contract does not need to be deducted. This revenue, however, must be used for transit services.
So we should claim everything in 5310 and CARES by TRIPS not actual expenses??	No. CARES claims must be actual operating losses associated with eligible public transportation service, not estimates based on trip costs. 5310 is not CARES act eligible unless eligible for rural general public.
The Claims Summary sheet needs to be corrected if we need to show Medicaid and Contract Revenue....this was asked about and we were told we only had to show farebox revenue	Only fare revenue needs to be shown, per recent guidance from FTA.
Will we receive a ROAP Report to submit our spending of rolled over ROAP funds?	Yes. A new report is in the works. mid-November will be the cut-off. Submission will be in early December.
We need further guidance on how to show we are not double dipping. It is difficult	5310 is not eligible for CARES Act funding unless converted to Rural General Public. Further

<p>when most things are charged by mileage (like 5310 and Medicaid trips) and to pull down salaries from CARES how do we show what portion of salaries was used for other trips?</p>	<p>guidance has been provided via e-mail as well as on the weekly call.</p>
<p>If there is a non-profit organization that wants to apply for Traveler's Aid funding. How can they do it?</p>	<p>This would be completed the normal application process. New applicants will need to touch base with their Planners or Carolyn to get set up.</p>
<p>Our amended contract for CARES Act threw in the remainder of the balance of 5311 CARES Act versus 1/3 of it. As it is written, then there are no funds available for request in a third round.</p>	<p>There are additional funds for a third round which will require a new application to the FTA.</p>
<p>Please clarify. Yes or no, does contract get deducted out first like fares? Let's abandon the language "perception issue" and receive clear guidance.</p>	<p>You should only be reimbursed for services from one source. If you are receiving funds for a service, do not also claim that through CARES ACT funding.</p>
<p>So what do we do with the current revenue incurred at the end of FY20?</p>	<p>We working on a solution to figure how to reconcile these situations.</p>
<p>Sorry but you are ask us to charge CARES as a break out but you have had us charge for years as a combined shared mile and shared ride mileage rate. From our end the easiest way to do this is let us charge a combined mileage rate like we did with ROAP</p>	<p>CARES Act expenses cannot be estimated based on mileage or trip costs because CARES expense must be actual expenses (not estimates). These funds have different requirements from ROAP which are state funds.</p>
<p>So, how are we supposed to make revisions on CARES Act claims that have been submitted and paid? We specifically asked for guidance on what we could claim and what revenues we needed to include in our applications.</p>	<p>With the newest guidance from FTA, hopefully no revisions will be needed. Rather, there may need to be additional claims submitted.</p>
<p>How about if we can show the cost of trip and deduct fares from that for RGP? We are mandated to be open for public. I can tell you it costs more to provide RGP trips than what we receive.</p>	<p>It is not clear whether this comment concerns RGP or CARES Act funding. Please contact your planner.</p>

With the loss of RGP ROAP funds.	
Part of the issue with showing a surplus with OPSTATS is the OPSTATS report does not fully capture all of our costs. The Admin expense section just asks for the money you invoice to the state. Our cost is higher than that.	The OpStats requires all expenses be reported, not just the money invoiced to the state. Please revise the FY20 OpStats and resubmit showing all expenses and the revenues used to pay for the expenses.
Why not just reach out to FTA before going forward and get their guidance? It puts the ball in their court.	We are in the process of doing this.
Everyone will have to do another change request for CARES to include the contract revenue	Not everyone is in this situation. We will see if there are other options to fix this rather than a change request.
Have all systems now applied for Cares Act funds--if not is there deadline to submit?	No deadline – we have reached out to the remaining systems that have not received agreements yet.
Is governing board authorization required prior to change agreement request for 5311 CARES Act funds?	That will be a system by system question, depending on what your board requires. CARES does not require a local match, so we do not require it.
If we submit a 5310 claim-should we just deduct the 50% we get paid from CARES to show we are not double dipping?	Detailed claim guidance will be released soon. As a general response, all CARES Act claims must be associated with public transportation service and should follow the same basic formula- add eligible operating expenses, then subtract all revenues. If 5310 was used as a revenue during the claim period, the 5310 funds and associated local match must be subtracted as revenues from the expenses.
If we only claimed monthly driver salaries, fuel, vehicle parts and supplies and COVID supplies and then subtracted the revenue why wouldn't we be safe then? If we only claimed those expenses period. Those costs could not be part of any double dipping correct?	Yes, this sounds correct.
We plan to deduct the federal portion of our 5310 reimbursement from our CARES Act reimbursement, not the other way around	The Federal 5310 portion must be deducted as described, but the 50% local match for 5310 must also be deducted. CARES Act funding cannot be used as the local match for 5310. CARES Act

	funds can only be used for eligible public transportation.
If we are going to deduct contract and fares, why not just reimburse admin expenses through CARES in lieu of the admin grant? Then at least we save our local match until those funds are consumed?	This question does not have enough detail to respond to adequately. Please contact your Planner.