

Questions	Answers
<p>What is the time frame for the amount to put in for revenue on the grant?</p>	<p>Period of Performance - The application for Coronavirus Aid, Relief, and Economic Security funds a period of performance from January 20, 2020 to June 30, 2021.</p>
<p>Will the only line in the CARES Act application that we enter dollar amounts be the M349 or M350? Will we not enter any expenses in the application?</p>	<p>Correct. The application is only for Operating expenses. The 5307 application has M codes and the 5311 application will be corrected to have 2 G codes for the operating expenses. No other line items are available.</p>
<p>What would determine if operating expenses are related to COVID? Example: Our operators are driving regular routes but with reduced trips. Is their pay COVID related? Same with the fuel use for those trips?</p>	<p>From the FTA FAQ webpage:</p> <p>CA2: What is eligible as an operating expense?</p> <p>A: Funds available under the CARES Act are available for all operating activities (net fare revenues) that occur on or after January 20, 2020 are eligible.</p> <p>In general, operating expenses are those costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year, including personal protective equipment and cleaning supplies. See Chapter IV of the Urbanized Area Formula Program circular or Chapter III of the Formula Grants for Rural Areas circular for more information on eligible operating expenses.</p> <p>The CARES Act funding can be used for administrative leave, such as leave for employees due to reductions in service or leave required for a quarantined worker. https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19#CARES</p>
<p>Can partial hours be billed to the CARES Act? For example, if a FT employee normally works 40 hours but there is not enough work and they only work 35 hours. Can the other 5</p>	<p>Yes, as long as they are on the payroll.</p>

<p>hours be billed to CARES as administrative leave?</p>	
<p>Do you recommend we try to hold off submitting any of our normal 5311 claims until such time as the changes have been made to receive 100%?</p>	<p>This is a local decision. We cannot provide timing at this point for when the conversion will occur. IMD staff is currently working out the details of this process.</p>
<p>Do you consider purchase of lift guards to be operations or capital?</p>	<p>This would be considered a Capital expense.</p>
<p>If you have a for profit contractor in your county and they bill each agency directly, are you responsible for providing them any reimbursement funding?</p>	<p>From the FTA FAQ webpage:</p> <p>CA5: Are operating costs incurred under operations or maintenance service contracts with third parties, and administrative leave for third-party contractors, including intercity bus providers, eligible for FTA reimbursement under the CARES Act?</p> <p>A: It depends. Title XII of Division B of the CARES Act provides that administrative leave for public transportation operations personnel is an eligible expense. Expenses under third-party contracts for operations or maintenance services incurred on or after January 20, 2020, including third-party contract employees providing such service who are placed on administrative leave due to reduced service, are eligible for federal reimbursement. Whether an FTA recipient is responsible for such administrative leave will depend on the terms of its third-party contract.</p> <p>CA6: Are FTA funds available for public transit agencies to reimburse third-party operations and maintenance contractors for the amounts provided in the contracts, even if the levels of service provided by the third-party contractors are reduced because of COVID-19?</p>

	<p>A: No. Federal funds can only be used to reimburse FTA recipients for actual operating or maintenance costs. However, an FTA recipient may use federal funds to reimburse a contracted operations or maintenance provider for employees placed on administrative leave if service levels are reduced, if the FTA recipient is responsible for salaries and benefits under the terms of its contract.</p> <p>https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19#CARES</p>
<p>Can we use capital money to pay for replacement vehicles and expansion vehicles?</p>	<p>A Capital grant application hasn't been opened at this time.</p>
<p>Will unspent ROAP funds be required to be returned?</p>	<p>If you sign and return Policy Memo sent out April 30, systems can elect to not return unspent ROAP/SMAP funds.</p>
<p>According to the documents I have read on the CARES Act, funding for Transit would be 3 times the amount of our FY20 5311 Admin and Capital. Why are the allocations the amount of our FY20 Admin?</p>	<p>The first distribution of funding is to get money to the transit systems as quickly as possible while looking at how to implement the Capital piece. Additional distributions will be made in the future once the expenses are known and how much funding is available.</p>
<p>How were the CARES Act funding allocations determined?</p>	<p>The CARES Act allocations are based on the 5311 and 5307 allocations for FY20.</p>
<p>Will the allotment which is the same as 5311 be the only allotment over the two year period? Or will there be additional CARES money?</p>	<p>There will be additional CARES money. This first round represents getting funds out as soon as possible.</p>
<p>Are capital items, such as the plexiglass shields around the driver, be fully reimbursed? If so, what line item?</p>	<p>From the FTA FAQ webpage:</p> <p>“Funds available under the CARES Act are available for all operating activities (net fare revenues) that occur on or after January 20, 2020 are eligible. In general, operating expenses are those costs necessary to</p>

	<p>operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year, including personal protective equipment and cleaning supplies. See Chapter IV of the Urbanized Area Formula Program circular or Chapter III of the Formula Grants for Rural Areas circular for more information on eligible operating expenses.”</p> <p>“Pursuant to FTA’s Emergency Relief rule at 49 CFR part 602, eligible activities include emergency protective measures to eliminate or lessen threats to public health and safety, such as performing enhanced cleaning/sanitizing of rolling stock, stations, bus shelters, etc.; placing hand sanitizer dispensers in high-traffic areas; and providing personal protective equipment as appropriate.”</p> <p>https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19#CARES</p> <p><u>Unless the plexiglass will increase the value of the vehicle/building etc. it can be purchased under Operating</u> Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year, including personal protective equipment and cleaning supplies.</p>
<p>If we submit 3rd quarter claims after 4-30-2020 will there be any penalty?</p>	<p>No there will not be a penalty.</p>
<p>Since this is a 2 year grant application are we required to include 2 years of revenue on the application</p>	<p>We did not get approved for 2 years. We were approved for 1 ½ years. January 20, 2020 thru June 30, 2021.</p>

	Please provide the best estimate you can come up with – we understand this is an estimate and adjustments may be needed.
Can CARES be used to pay staff Hazardous Pay?	This has not been addressed in the guidance.
Is this CARES grant taking the place of the normal 5311 grant application we typically do after July 1 or will we still complete those grants also?	Discussions are currently being held on what the next grant cycle will involve.
If our 3rd quarter 5311 Admin and/or Capital claims have already been submitted can they be sent back to us so that we can resubmit them to maximize the 100% Federal shares?	IMD is still working on the logistics of this flexibility allowed under the CARES Act.
Is there a threshold for what constitutes "significant" cost that would be associated with Capital vs. Operating? And, can that amount be determined based on cost per unit (e.g. plexi per vehicle) vs total cost for all units (e.g. plexi for all vehicles)?	<p>From the FTA FAQ webpage:</p> <p>“Funds available under the CARES Act are available for all operating activities (net fare revenues) that occur on or after January 20, 2020 are eligible. In general, operating expenses are those costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year, including personal protective equipment and cleaning supplies. See Chapter IV of the Urbanized Area Formula Program circular or Chapter III of the Formula Grants for Rural Areas circular for more information on eligible operating expenses.”</p> <p>“Pursuant to FTA’s Emergency Relief rule at 49 CFR part 602, eligible activities include emergency protective measures to eliminate or lessen threats to public health and safety, such as performing enhanced cleaning/sanitizing of rolling stock, stations, bus shelters, etc.; placing hand sanitizer</p>

	<p>dispensers in high-traffic areas; and providing personal protective equipment as appropriate.”</p> <p>https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19#CARES</p> <p><u>Unless the plexiglass will increase the value of the vehicle/building etc. it can be purchased under Operating</u></p> <p>Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year, including personal protective equipment and cleaning supplies.</p>
<p>We were not made aware that we could hold off on submitting claims to be able to receive 100% federal. Can the claims be returned to us if they have already been submitted?</p>	<p>IMD is still working on the logistics of this flexibility allowed under the CARES Act.</p>
<p>Does our system have to incur a financial loss (Expenses exceed Revenue) in order to be eligible for CARES Act funds.</p>	<p>No, all operations after January 20, 2020 are eligible. Once you have an approved application and agreement, you will need to apply for reimbursement for the eligible expenses as usual.</p>
<p>If we have to purchase plexi or other "capital type" items now to be compliant with social distancing regulations, are we required to wait to submit a 5307 CARES capital application until "phase 2" of funding?</p>	<p>See questions above – may be eligible under Operating</p> <p>“Funds available under the CARES Act are available for all operating activities (net fare revenues) that occur on or after January 20, 2020 are eligible. In general, operating expenses are those costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year, including personal protective equipment and cleaning supplies. See Chapter IV of the Urbanized Area Formula</p>

	<p>Program circular or Chapter III of the Formula Grants for Rural Areas circular for more information on eligible operating expenses.”</p> <p>https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19#CARES</p>
<p>From what I understand is that these shields can be removed and installed in new vehicles</p>	<p>This is a local decision.</p>
<p>Am I correct in understanding that if I have not submitted my 3rd quarter claims, it is best to wait to be able to get the 100% federal reimbursement</p>	<p>This is a local decision. It is correct that much of this 3rd quarter funding is eligible to be reimbursed at 100%. However, IMD has not determined the process for doing so.</p>
<p>If systems that have a private transportation contract vendor (who incurs the expenses, revenue losses and driver salaries and furloughs) does the system qualify for CARES Act Funding?</p>	<p>From the FTA FAQ webpage:</p> <p>CA5: Are operating costs incurred under operations or maintenance service contracts with third parties, and administrative leave for third-party contractors, including intercity bus providers, eligible for FTA reimbursement under the CARES Act?</p> <p>A: It depends. Title XII of Division B of the CARES Act provides that administrative leave for public transportation operations personnel is an eligible expense. Expenses under third-party contracts for operations or maintenance services incurred on or after January 20, 2020, including third-party contract employees providing such service who are placed on administrative leave due to reduced service, are eligible for federal reimbursement. Whether an FTA recipient is responsible for such administrative leave will depend on the terms of its third-party contract.</p> <p>CA6: Are FTA funds available for public transit agencies to reimburse third-party operations and maintenance contractors for the amounts provided in the contracts, even if</p>

	<p>the levels of service provided by the third-party contractors are reduced because of COVID-19?</p> <p>A: No. Federal funds can only be used to reimburse FTA recipients for actual operating or maintenance costs. However, an FTA recipient may use federal funds to reimburse a contracted operations or maintenance provider for employees placed on administrative leave if service levels are reduced, if the FTA recipient is responsible for salaries and benefits under the terms of its contract.</p> <p>https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19#CARES</p>
<p>Can you share the Q&A via email or on the website?</p>	<p>Yes, they will be on the webpage.</p>
<p>If we've submitted already, the documentation already exists? Can't the 15% just be figured off that and wired since the claims with supporting docs are there?</p>	<p>IMD has not yet determined the process for implementing this flexibility of CARES Act funding.</p>
<p>Will RFPs / estimates be required to submit the 5307 Cares Act?</p>	<p>RFPs are not required to submit the CARES Act grant. The amount of the grant has been set.</p>
<p>Expenses related to contract revenue trips - these expenses should not be submitted for Cares Act Funding?</p>	<p>From the FTA FAQ webpage:</p> <p>CA5: Are operating costs incurred under operations or maintenance service contracts with third parties, and administrative leave for third-party contractors, including intercity bus providers, eligible for FTA reimbursement under the CARES Act?</p> <p>A: It depends. Title XII of Division B of the CARES Act provides that administrative leave for public transportation operations personnel is an eligible expense. Expenses under third-party contracts for operations or</p>

	<p>maintenance services incurred on or after January 20, 2020, including third-party contract employees providing such service who are placed on administrative leave due to reduced service, are eligible for federal reimbursement. Whether an FTA recipient is responsible for such administrative leave will depend on the terms of its third-party contract.</p> <p>CA6: Are FTA funds available for public transit agencies to reimburse third-party operations and maintenance contractors for the amounts provided in the contracts, even if the levels of service provided by the third-party contractors are reduced because of COVID-19?</p> <p>A: No. Federal funds can only be used to reimburse FTA recipients for actual operating or maintenance costs. However, an FTA recipient may use federal funds to reimburse a contracted operations or maintenance provider for employees placed on administrative leave if service levels are reduced, if the FTA recipient is responsible for salaries and benefits under the terms of its contract.</p> <p>https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19#CARES</p>
<p>Please clarify which Certs & Assurances you will need. Are the documents we submitted last year in May/June for FY20 and the most recent ones are FY21? It is confusing since it crosses with FFY.</p>	<p>The Certs and Assurances from the FY20 applications already on file will be used for the grant and replaced with the new Certs and Assurances when received.</p>
<p>Should we starting submitting POP requests for 5311 vans/buses Capital purchases since deliveries will be delayed possibly past June?</p>	<p>This situation needs to be assessed to determine how many delays there will be. A blanket POP extension may be made.</p>

<p>I understand that we need to go ahead and send in our Operating applications now, but since capital funding won't be awarded now, is there a rush to submit Capital applications?</p>	<p>The Capital application has not been posted therefore it cannot be submitted at this time.</p>
<p>What if we already received our replacement vehicles this fiscal year? Can we be reimbursed at 100% Federal or receive our match?</p>	<p>IMD will need to investigate this further.</p>
<p>We were told that there were going to be instructions on completing the applications. Are the instructions going to be provided to us?</p>	<p>Instructions are contained within the application package.</p>
<p>When will the corrected applications be available?</p>	<p>Cares Act Application should be available to submit tomorrow at noon.</p>
<p>Is there any new guidance regarding FTA requirements for 6' separation inside vehicles? Do we physically have to keep 6' separation between passengers and other passengers or is it sufficient to install shields/plexiglass, or provide passengers masks if desired?</p>	<p>There is no new guidance from the FTA on this.</p> <p>According to the FTA FAQ Page: "Transit agencies should make decision about health precautions and how to best implement them in collaboration with local health officials. These are local decisions."</p> <p>https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19</p> <p>Some local agencies and their local health officials are contacting emergency management for transportation of COVID positive or suspected passengers. Additional Information can be found here:</p> <p>https://www.transit.dot.gov/regulations-and-programs/safety/fta-safety-advisory-20-01-recommended-actions-reduce-risk</p> <p>APTA also recently provided a guide called "The COVID-19 Pandemic Public</p>

	<p>Transportation Responds: Safeguarding Riders and Employees”. It can be found here: https://www.apta.com/wp-content/uploads/COVID-19_Transit_Guide_FINAL_04132020.pdf</p> <p>Additionally, the State of NC has provided the following:</p> <p>Public transit systems are not limited to gatherings of less than 10 people. Excerpts from Governor Cooper’s March 27 Stay at Home Order, Executive Order 121 which is included in attachments...</p> <p>Section 1.2- “People riding on public transit must comply with Social Distancing Requirements to the greatest extent feasible.”</p> <p>Section 3.A.2- “A mass gathering does not include normal operations at airports, bus and train stations...”</p>
<p>Is the application to be posted tomorrow the same as the one that was posted last week, except for the budget?</p>	<p>The application guidance hasn’t changed it is only the EBS budget that has been re-posted.</p>
<p>Where do we list what we are going to use the funds for</p>	<p>The application does not require a listing of activities. The claim form is where the details are outlined.</p>