

ITEM 11 – Notice
February 17, 2021

Coronavirus Response and Relief Supplemental Appropriations
Act of 2021 (CRRSAA)

Background:

The board will be briefed on the proposal and schedule to solicit and select eligible projects for the CRRSAA funding appropriated to the Washington region for current and past FTA Section 5310 grant recipients.



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, Director, Transportation Operations Programs
SUBJECT: Solicitation Notice for Funding for the Federal Transit Administration's Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)
DATE: February 11, 2021

The purpose of this notice is to provide details about the availability of supplemental funding for 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program under the [Coronavirus Response and Relief Supplemental Appropriations Act of 2021 \(CRRSAA\)](#), and outline TPB/COG's proposed process to allocate the apportionment of \$591,353 for the DC-MD-VA urbanized area.

BACKGROUND INFORMATION

On December 27, 2020, CRRSAA was signed into law. It includes \$14 billion in supplemental appropriations allocated to support the transit industry during the COVID-19 public health emergency. Specifically, \$50 million of the \$14 billion will be distributed to the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program through formula grants.

The apportionment for the Washington, DC/VA/MD urbanized area is \$591,353 (Federal) and will be made available through an application in TrAMS to the Designated Recipient for 5310 Enhanced Mobility funds, TPB with COG as the administrative agent.

While the Enhanced Mobility grant program solicitations and awards are implemented on a biennial basis, Section 3.3.6 of the Program Management Plan (PMP) allows for special solicitation outside of the regular every two-years. While the Enhanced Mobility program does not require competitive selection, as Designated Recipient, COG and TPB have elected to make it competitive, as reflected in the PMP. As such the solicitation and award of the supplemental CRRSAA funding will follow a competitive process, and on an expedited schedule.

The purpose of the funding is to support [expenses eligible under Enhanced Mobility](#), but recipients are directed to prioritize payroll and operational needs. Allocations to grantees/subrecipients are a local decision.

The following additional requirements apply to the supplemental funding:

- Projects must benefit older adults and/or people with disabilities residing in the DC-MD-VA urbanized area
- 100% Federal, no match required
- Pre-award authority is retroactive to January 20, 2020
- Must follow the existing Coordinated Human Service Transportation Plan
- Providing transportation for seniors and individuals with disabilities to COVID-19 vaccination sites is an eligible expense

- Administrative requirements are the same as for the Enhanced Mobility program (application in TrAMS, Program of Projects, quarterly Milestone Progress Reports, quarterly Federal Financial Reports, compliance, etc.)
- Requires an update to the TIP/STIP depending on the type of projects

The net amount of grant funding awarded will be \$532,200 after providing for grant administration (by COG staff). All suballocations will be reviewed and approved by FTA within TrAMS, per standard award procedure.

Additional information regarding the CRRSAA award can be found in FAQs published by FTA at: <https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19#COVID-19AdminRelief>.

PROPOSED ELIGIBILITY CRITERIA

Staff is proposing the following circumscribed eligibility requirements, within the Federal parameters outlined above, in order to ensure the funds are distributed in an expeditious manner to programs disrupted by COVID-19 but not eligible to apply for CARES Act relief:

- Funding will be made available to existing subrecipients and recent subrecipients of Enhanced Mobility (or JARC and New Freedom projects funded under an Enhanced Mobility solicitation) who qualify.
- The application must be for the benefit of the same project as the existing or recently closed award, and/or for transportation to COVID vaccination sites. If for vehicles already delivered, it should be to support the purpose of the vehicles, i.e. driver salaries, coordination staff, operating costs, etc.
- Applicants will be required to document impact, specifically the need to end or limit activities or services and lay off or furlough staff.
- Applicants will be required to document that any CARES act dollars received have been fully expended or were not used for the project in the application
- It is recommended that the request be at least \$75,000 - \$100,000 for ease of management but does not preclude applying for funding for lower amounts.

NOTE: the regularly scheduled biennial Enhanced Mobility solicitation, for approximately \$6.9 million federal, will occur in 2021.

NEXT STEPS

- Staff will seek FTA approval of the plan and proposed selection criteria (see attached).
- Staff will develop a streamlined solicitation for implementation through the Foundant grants management system.
- Existing subrecipients, regardless of current “active” project status, will be notified of the opportunity to apply and parameters.
- Solicitation launch (following February TPB meeting).

- Application deadline (approximately one month from launch date).
- Convene internal selection committee (end of March).
- Seek TPB approval of projects recommended for funding (April) and request update to the TIP (May).
- Complete application in TrAMS to receive the funds from FTA and contract with selected subrecipients to manage the award (after April TPB meeting).

cc: Kanti Srikanth, Deputy Executive Director for Metropolitan Planning
Lyn Erickson, Director, Plan Development and Coordination
Dan Sheehan, Transportation Program Operations Manager
Lynn Winchell-Mendy, Transportation Planner IV

Program Management Plan

<https://www.mwcog.org/coordinated-human-service-transportation-plan/> - 2018 update

Coordinated Human Service Transportation Plan

<https://www.mwcog.org/documents/2016/10/21/program-management-plan-for-enhanced-mobility-of-seniors-and-individuals-with-disabilities-funds-section-5310/>

DRAFT SELECTION CRITERIA PENDING FTA APPROVAL

The competitive selection process includes an internal COG/TPB staff selection committee. Members will review the applications based on the selection criteria and will make a set of funding recommendations to the TPB. The TPB will be asked to approve the recommendations based on the selection committee's deliberations.

The selection criteria are based on the TPB's experience in awarding and administering grants for the Enhanced Mobility program. Adaptions made to the Enhanced Mobility selection criteria for the Federal Transit Administration's Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funding reflect the proposal to offer the opportunity to apply to existing or recently closed Enhanced Mobility projects only. For example, applicants will have already been scored on Coordination, Responsiveness to the Coordinated Plan, and Equity Emphasis Areas in their original Enhanced Mobility application, so those criteria are not necessary for the CRRSAA selection.

The following proposed selection criteria include a maximum of 100 total points:

Project Focus (45 points)

This criterion looks at how the project meets the intent of the funding and addresses a demonstrated need, in consultation with the target population. Per FTA guidance, projects that request payroll and operational funding will take priority and may score higher. Transportation to vaccination sites is an eligible expense under CRRSAA. Applications that address this important need and serve equity emphasis areas on the process may score higher.

Project Feasibility (25 points)

This criterion looks at how well the application addresses how the project will be implemented, including defined roles and responsibilities and an action plan that is achievable within an 18-month timeframe.

Institutional Capacity to Manage and Administer an FTA grant (20 points)

This criterion considers the availability of sufficient management, staff, and resources to implement an FTA grant and past grant performance.

Partnerships/Coordination (10 points)

This criterion considers projects that coordinate efforts or develop partnerships that aid older adults and people with disabilities in accessing mobility services during the pandemic. Additional points will be awarded to partnerships across departments or jurisdictions.