

Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grants program - 2016 Notice of Funding Opportunity (NOFO):

Frequently Asked Questions (FAQs)

Opportunity ID: FTA-2015-012-TPM-RTW

NOFO Link: <https://www.transit.dot.gov/funding/applying/notices-funding/rides-wellness-demonstration-and-innovative-coordinated-access-and>

1. **Question: Who is eligible to apply?**

Answer: Eligible proposers and eventual grant applicants must be States, Tribes, and Designated or Direct Recipients for funds under 49 U.S.C. 5307, 5310 or 5311. These applicants must serve as the lead agency of a local consortium that includes stakeholders from the transportation, healthcare, human service or other sectors. Members of this consortium are eligible as subrecipients.

- The Section 5307 Program supports public transportation in Urbanized Areas (those over 200,000 in population). To connect with the Section 5307 program, contact your local public transportation provider or Metropolitan Planning Organization (MPO).
- The Section 5310 Program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas. To connect with the Section 5310 program in your State, contact your State Department of Transportation. For additional Section 5310 assistance, FTA funds a technical assistance (TA) center to support the Section 5310 program. You can contact the National Aging and Disability Transportation Center (NADTC) by calling 1-866-983-3222 or emailing contact@nadtc.org or visiting www.nadtc.org.
- The Section 5311 Program supports public transportation in Rural Areas (those under 50,000 in population). To connect with the Section 5311 program in your State, contact your State Department of Transportation. For additional assistance, FTA funds a TA center to support the Section 5311 program. You can contact the National Rural Transportation Assistance Program (RTAP) by visiting <http://nationalrtap.org> or calling 1-888-589-6821.

2. **Question: When does the competition close?**

Answer: Proposals must be submitted electronically through the Grants.gov website by midnight Eastern Time on 5/31/2016. Any agency intending to apply should initiate the process of registering on the Grants.gov site immediately to ensure completion of registration before the submission deadline. Applications received after the deadline may not be considered for funding.

3. **Question: What is the purpose of the grant?**

Answer: The goal of the competitive Rides to Wellness (R2W) Demonstration Grants is to find and test promising, replicable public transportation healthcare access solutions

that support the following R2W goals: increased access to care, improved health outcomes and reduced healthcare costs.

4. Question: What partners are required?

Answer: The number of partners and organizations involved depends on the type of project proposed. In order to develop replicable, innovative, sustainable solutions to healthcare access challenges, communities must foster local partnerships between health, transportation, home and community-based services and other sectors to collaboratively develop and support solutions that increase healthcare access. Who these partners are depends both on the community and the healthcare access challenge being addressed. For historically disadvantaged populations, there are many challenges to maintaining optimal health. Through community partnerships that break down industry silos, leverage existing resources, enhance mobility for targeted groups, and develop a person-centric model, these projects will provide ladders of opportunity that improve the health of our citizens.

5. Question: What projects are eligible?

Answer: Eligible projects are those that will develop innovative and replicable best practices to support public transportation healthcare access solutions to increase access to care, improve health outcomes, and reduce healthcare costs. Projects may include, but are not limited to: mobility management; health and transportation provider partnerships; technology; and other actions that drive change.

6. Question: What is the target population?

Answer: These grants are part of a series of activities to support FTA's Rides to Wellness Program that seeks to address challenges for the transportation disadvantaged in accessing health and wellness services. The target population for these grants is the transportation disadvantaged; as defined by the U.S. Government Accountability Office (GAO) Report GAO-03-698T: "transportation-disadvantaged" individuals are those who are unable to provide their own transportation as a result of a disability, an age-related condition, or an income constraint.

7. Question: Are existing projects eligible?

Answer: Across the country, communities are experimenting with ways to overcome barriers to essential health and wellness services by leveraging partnerships across transportation, health, and wellness providers. This NOFO aims to build upon those efforts by developing innovative and replicable best practices to support public transportation healthcare access solutions. This funding is not meant to fund an already existing project or transportation service, rather to build upon a concept/project or fund a new innovative solution to healthcare access challenges. FTA will fund projects with strategies that enhance access and drive change.

8. Question: Is the webinar posted?

Answer: Yes, the Rides to Wellness Demonstration Grants Webinar that was held on Wednesday, April 20th 2016 from 3:30-4:30 p.m. EST, is posted on the [NOFO page https://www.transit.dot.gov/funding/applying/notices-funding/rides-wellness-demonstration-and-innovative-coordinated-access-and](https://www.transit.dot.gov/funding/applying/notices-funding/rides-wellness-demonstration-and-innovative-coordinated-access-and) along with the PowerPoint slides. The webinar recording is under the "Related Links" and the slides are under "Related Documents".

9. Question: What is the maximum amount per award?

Answer: There is no floor or ceiling for this NOFO. Applications will be competitively judged based on the criteria in the NOFO.

10. Question: Is there a page limit or a limit on the number of attachments?

Answer: No. However, there is a character limit in the supplemental form.

11. Question: We are an eligible recipient and we have multiple projects in different parts of the State. Can we submit more than one application?

Answer: Yes.

12. Question: Are toll credits eligible for local match?

Answer: Yes, toll credits, known as transportation development credits (TDCs) are eligible for local match.

13. Question: What is the approved administrative indirect rate for sub-recipients?

Answer: The indirect cost rate (IDCR) for subrecipients would be whatever rate has been approved by a cognizant federal agency. It is the State DOT or direct recipient's responsibility to ensure that subrecipients are charging the correct rate and that an indirect cost plan was approved by a cognizant federal agency. Most States would address this issue in their State Management Plan for the Section 5310 Program. It would be appropriate to apply the same policy for subrecipients under this program as your State does for subrecipients under the Section 5310 formula program. If an organization does not have an approved federal IDCR, then one would need to be obtained in order to charge indirect costs. Most public entities, including local governments, receiving any type of U.S. Department of Health and Human Services (HHS) funding should have an IDCR, and usually the cognizant agency is HHS since the largest portion of funding received is through HHS. If the entity is a private non-profit and this is the first time they will be receiving federal funds, and they don't have an IDCR, the direct recipient could use their IDCR and not allow indirect costs to be charged to the grant by the subrecipient.

14. Question: Where do I apply for this grant?

Answer: Through Grants.gov: <http://www.grants.gov/web/grants/view-opportunity.html?oppId=282628>

15. Question: Is a public hearing required?

Answer: No.

16. Question: What is the maximum amount of administrative costs eligible for running the program?

Answer: Maximum of 10 % as stated in the Circular: C 9070.1G
<https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/enhanced-mobility-seniors-and-individuals-disabilities>

17. Question: Is a competitive procurement required?

Answer: The procurement rules apply when purchasing supplies, equipment, or services. A partnership can be an agreement to work together toward a healthcare access solution that does not involve one party purchasing service from the other party. And, if the transit agency and the healthcare partner have an agreement to work together and that is stated in the application, no procurement is necessary.

18. Question: Are private for profit and non-profit grantees eligible as subrecipients?

Answer: Yes, both are eligible as subrecipients. There are two funding sources that make up the Rides to Wellness NOFO and both allow for private non-profits as subrecipients, while the Section 5312 Program allows for-profit grantees as well. See 5312(b)(2)(d) below:

5312. Public transportation innovation

(a) In general.—The Secretary shall provide assistance for projects and activities to advance innovative public transportation research and development in accordance with the requirements of this section.

(b) Research, development, demonstration, and deployment projects.--

(1) In general.—The Secretary may make grants and enter into contracts, cooperative agreements, and other agreements for research, development, demonstration, and deployment projects, and evaluation of research and technology of national significance to public transportation, that the Secretary determines will improve public transportation.

(2) Agreements.—In order to carry out paragraph (1), the Secretary may make grants to and enter into contracts, cooperative agreements, and other agreements with--

(A) departments, agencies, and instrumentalities of the Government, including Federal laboratories;

(B) State and local governmental entities;

(C) providers of public transportation;

(D) private or non-profit organizations;

(E) institutions of higher education; and

(F) technical and community colleges.