



CATS Procurement

Addendum # 1	Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) RFP # 269-2023-1609
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To: All Prospective Companies
 Date: March 4, 2023
 Subject: **Addendum # 1 – RFP # 269-2024-1609**

Below are questions and responses related to the subject RFP:

Question 1: If the company/organization is a ‘for profit’ company/organization, can they receive capital funds towards expanding NEMT (Non-Emergency Medical Transportation) services?

Response: In accordance with FTA C 9070.1G Chapter III (6) & (7) that address private operators, the only for profit companies which are eligible subrecipients are private operators of public transportation.

Taxi companies are eligible as long as they meet the requirements found in Chapter III (7) as public transportation providers, which states:

7. PRIVATE TAXI OPERATORS AS SUBRECIPIENTS. Private operators of public transportation are eligible subrecipients. The definition of “public transportation” includes “... shared-ride surface transportation services ...” Private taxi companies that provide shared-ride taxi service to the general public on a regular basis are operators of public transportation, and therefore eligible subrecipients. “Shared-ride” means two or more passengers in the same vehicle who are otherwise not traveling together. Similar to general public and ADA demand response service, every trip does not have to be shared-ride in order for a taxi company to be considered a shared-ride operator, but the general nature of the service must include shared rides.

Local (municipal/state) statutes or regulations, or company policy, will generally determine whether a taxi company provides shared-ride or exclusive-ride service. For example, if the local regulation permits the driver to determine whether or not a trip may be shared, the service is not shared-ride. Similarly, if the regulation requires consent of the first passenger to hire a taxi be obtained before the taxi may take on additional riders, the service is not shared-ride. In essence, services that can be reserved for the exclusive use of individuals or private groups, either by the operator or the first passenger’s refusal to permit additional passengers, is exclusive-ride taxi service. A recipient should request documentation from the taxi company to ensure the company is providing shared-ride service prior to award in order to determine whether the company qualifies as a subrecipient.

Taxi companies that provide only exclusive-ride service are not eligible subrecipients; however, they may participate in the Section 5310 program as contractors. Exclusive-ride taxi companies may receive Section 5310 funds to purchase accessible taxis under contract with a state, designated recipient, or eligible subrecipient such as a local government or nonprofit organization. The taxi company may hold title to the accessible vehicle(s) as long as the agreement between the state, designated recipient, or subrecipient and the taxi company is sufficient to establish satisfactory continuing control. Acceptable means of establishing satisfactory continuing control could include a state, designated recipient, or subrecipient's lien on the vehicle, or contract provisions that require the accessible taxi to be used to provide transportation for seniors and people with disabilities, and that the vehicle Page III—6 FTA C 9070.1G 07/07/2014 may not be removed from service or disposed of prior to the end of its useful life without the express written consent of the FTA recipient or subrecipient.

Question 2: If a company is seeking funds reimbursement for a vehicle, does it have to be purchased or financed?

Response: The vehicle must be ***purchased*** and not financed. The vehicle will be tracked to the end of its useful life through reviews and audits to ensure the vehicle is being used for the purposes stated in the agency's application. Per Section 5310, a vehicle will most likely fall under capital funds and be reimbursed at a percentage of 80%/20%; meaning the local match for the applying agency will be 20% of the costs and the Federal Government will pay 80% towards the cost of the vehicle through reimbursement.

Question 3: Who is eligible to apply? Will applications from 'for profit' companies be accepted, or will they have to partner with 'non-profit' companies?

Response: Eligible subrecipients as found in FTA C 9070.1G Chapter III (5 & 6) will depend upon the type of project requested. The following are the eligibility of each type of project.

Traditional Projects

- Private nonprofit,
- A state or local government, if
- is approved by a state to coordinate services for seniors and individuals with disabilities;

-OR-

- certifies that there are no nonprofit organizations readily available in the area to provide the service.

Other eligible Projects

- Private nonprofit
- State or local governmental authority
- Operators of public transportation

Private taxi companies which only provide exclusive ride services and not shared ride services as found in FTA C 9070.1G may only participate in the Section 5310 program as contractors.

Question 4: What are the terms for the operating budget for a capital acquisition?

Response: The operating funds are available for the fiscal year of the project (one year). Any capital acquisition or asset must be maintained until the end of its useful life. Annual operating funds requests can be made each year during the “Call for Projects” to continue to carry out the project but aren’t guaranteed.

Question 5: What are the terms for the operating budget for a capital acquisition?

Response: The operating funds are available for the fiscal year of the project (one year). Any capital acquisition or asset must be maintained until the end of its useful life. Annual operating funds requests can be made each year during the “Call for Projects” to continue to carry out the project but aren’t guaranteed.

Question 6: Who is on the selection committee?

Response: Individuals representing the seniors/disabled community along with City of Charlotte and MPO staff.

Question 7: What role does the Coordinated Human Services Transportation Plan have in the selection of projects.

Response: The project must be derived from the Coordinated Human Services Transportation Plan’s unmet needs.

NOTE: Develop your projects based on the local “Coordinated Human Services Transportation Plan” which outlines unmet needs in the service area. Your project will need to align with those unmet needs. Please reference the following link for information.

[Coordinated Human Services Transportation Plan - Charlotte Area Transit System \(charlottenc.gov\)](http://charlottenc.gov)

In the event additional changes or clarifications to this RFP are warranted, all Companies are responsible for monitoring the City’s [Contract Opportunities](http://charlottenc.gov) site for this posting or directly at the posting’s link at [FY22 5310 Grant Call for Projects - City of Charlotte \(charlottenc.gov\)](http://charlottenc.gov)

We appreciate your interest in doing business with the City and look forward to receiving a grant application from your company.

Sincerely,

Andre Branch
Transit Procurement Officer

cc: RFP File