

## Application

<b>Federal Award Identification Number (FAIN)</b>	TN-2023-016-00
<b>Temporary Application Number</b>	1007-2022-2
<b>Award Name</b>	ARPA 5311f Intercity Bus
<b>Application Status</b>	Final Concurrence / Reservation
<b>Application Budget Number</b>	0

<b>Period of Performance Start Date</b>	N/A
<b>Original Period of Performance End Date</b>	3/30/2029
<b>Current Period of Performance End Date</b>	N/A Revision #: N/A

### Part 1: Recipient Information

**Name: TRANSPORTATION, TENNESSEE DEPARTMENT OF**

Recipient ID	Recipient OST Type	Recipient Alias	UEI	DUNS
1007	State Agency	TENNESSEE DEPARTMENT OF TRANSPORTATION	ML56NPH3NFF9	878297712

Location Type	Address	City	State	Zip
Headquarters	600 CHARLOTTE AVE	NASHVILLE	TN	372439034
Physical Address	505 DEADERICK ST	NASHVILLE	TN	37243
Mailing Address	505 DEADRICK ST STE 800	NASHVILLE	TN	37243

### Union Information

There are no union contacts for this application

### Part 2: Application Information

## Title: ARPA 5311f Intercity Bus

FAIN	Application Status	Award Type	Application Cost Center	Date Created	Last Updated Date	From TEAM?
TN-2023-016-00	Final Concurrence / Reservation	Grant	Region 4	3/30/2022	3/30/2022	No

### Application Executive Summary

This grant will obligate Tennessee's American Rescue Plan Act Apportionment for the 5311(f) Intercity Bus program, a total of \$2,912,502 in federal funds.

TDOT conducted a special needs assessment and consultation process of Tennessee Intercity Bus providers specifically to address the COVID-19 pandemic. TDOT previously had determined that intercity bus needs were met and that no set aside was needed of regular 5311 funding. The Governor had issued a Certification Letter to that effect. Per guidance found in FAQs provided by the FTA (CA28), a State that had previously determined to allocate less than 15% to intercity bus expenses must undergo a new consultation process specifically for CARES Act funds if the prior consultation process concluded prior to April 2, 2020, when the FTA apportioned the CARES Act funds. That new consultation focused on the impacts of COVID-19 and determining the States intercity bus carriers need for CARES Act funds to survive the pandemic, not to determine unmet intercity bus service needs that could be added with CARES Act funds. Based on this process, 15% of the CARES Act Funds and the ARPA 5311(f) Funds were determined necessary to sustain intercity bus service in the state.

Based on the findings of the assessment, TDOT selected Greyhound and Miller Transportation as the subrecipients of the Tennessee CARES & ARPA 5311(f) funding. Attached to this grant are financial statements received from Greyhound and Miller showing financial losses for periods ending after January 20, 2020. Both ICB Subrecipients will receive funding from this grant using a Network Loss Allocation Billing structure. As described in the attached communication by Greyhounds Accounting Group, Network Losses: The CARES Act allows Greyhound to apply for subsidy grants from each state to cover certain lost revenue and expenses incurred on or after 20 January 2020. Greyhound is to bill each state in arrears based on calendar year 2019 miles used as a base to distribute losses incurred. In general, costs allowed are those operating expenses necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and other items including personal protective equipment and cleaning supplies. The network losses represent eligible losses captured within the JD Edwards accounting system. Amount billed to each State is based on YTD network losses less prior period(s) CARES income recognized; distributed to State based on 2019 miles factor until the contracted awards are depleted. Contract start date varies by State. Miller Transportation utilizes the same billing structure outlined by Greyhound. The same methodology applied to the CARES Act funding will carry over to the ARP Act funding.

Each subrecipient uses a route mile allocation for Tennessee that is based on the comparison of miles in Tennessee to the total system miles during a stated period. In each case, only actual miles and expenses will be considered for reimbursement. Invoice examples from both Greyhound and Miller Transportation are attached to the grant as Application Documents. The invoice documentation and the network loss billing structure will be used by TDOT to approve payments to the subrecipients and were developed in counsel with other states that have already begun drawing down 5311(f) funds using this methodology. TDOT will use this methodology and these invoices, plus additional following amounts, for reimbursements from the grant. The ICB grantees will enter into contracts with TDOT that contain the provision to maintain documentation for all charges under this contract and be subject to monitoring and evaluation according to Federal and Tennessee State law.

TDOT and its subrecipients understand that the expenses requested in this application are subject to review for their reasonableness as part of TDOT's State Management Review

The Recipient agrees that if it receives Federal funding from the Federal Emergency Management Agency (FEMA) or through a pass-through entity through the Robert T. Stafford Disaster Relief and Emergency Assistance Act, a different Federal agency, or insurance proceeds for any portion of a project activity approved for FTA funding under this Grant Agreement, it will provide written notification to FTA, and reimburse FTA for any Federal share that duplicates funding provided by FEMA, another Federal agency, or an insurance company.

Recipients receiving grant awards over \$25,000 from FTA or any other Federal agency after October 1, 2010, must comply with the Federal Financial Accountability and Transparency Act (FFATA) sub-award reporting requirements.

The ARP Act 5311(f) Program of Projects (POP) is attached. Funds are allocated to 2 intercity bus operators in the Operating expense category.

This grant only includes operating expenses and/or capital expenses that do not include substantial functional, location, or capacity changes to the asset or system. Therefore, no additional TIP/STIP documentation is needed.

**Frequency of Milestone Progress Reports (MPR)**

Annual

**Frequency of Federal Financial Reports (FFR)**

Annual

**Does this application include funds for research and/or development activities?**

This award does not include research and development activities.

**Pre-Award Authority**

This award is using Pre-Award Authority.

**Does this application include suballocation funds?**

Recipient organization is the Designated Recipient and can apply for and receive these apportioned funds.

**Will this Grant be using Lapsing Funds?**

No, this Grant does not use Lapsing Funds.

**Will indirect costs be applied to this application?**

This award does not include an indirect cost rate.

*Indirect Rate Details: N/A*

**Requires E.O. 12372 Review**

No, this application does not require E.O. 12372 Review.

**Delinquent Federal Debt**

No, my organization does not have delinquent federal debt.

## **Award Description**

**Purpose**

The purpose of this award is to provide relief funding to sustain intercity bus service in the state.

**Activities to be performed:**

Intercity bus providers will utilize these funds to cover network losses as they maintain operations through the state of Tennessee.

**Expected outcomes:**

Intercity bus providers will maintain operations through the state of Tennessee

**Intended beneficiaries:**

Intercity bus providers

**Subrecipient Activities:**

Subrecipients will utilize the funds for intercity bus services.

### Application Point of Contact Information

First Name	Last Name	Title	E-mail Address	Phone
Michael	Sherman	Community Planner	michael.sherman@dot.gov	(404) 865-5616
Kaitlyn	McClanahan	Transit Manager	kaitlyn.mcclanahan@tn.gov	615-532-5835

### Application Budget Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
5311 (f) - Inter City Bus (ARPA)	5311-10D	20509	\$2,912,502
Local			\$0
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
<b>Total Eligible Cost</b>			<b>\$2,912,502</b>

### Application Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
TN-2023-016-01-00	634-00 (634-A1) INTERCITY BUS TRANSPORTATION	\$2,912,502.00	\$0.00	\$2,912,502.00	0
TN-2023-016-01-00	30.09.08 EMER RELIEF - OPERATING ASSIST -	\$2,912,502.00	\$0.00	\$2,912,502.00	0

100% Fed  
Share

## Discretionary Allocations

This application does not contain discretionary allocations.

## Part 3: Project Information

### Project Title: ARPA 5311f Intercity Bus

Project Number	Temporary Project Number	Date Created	Start Date	End Date
TN-2023-016-01-00	1007-2022-2-P1	5/24/2023	1/20/2020	12/31/2024

#### Project Description

This project obligates Tennessee's ARPA 5311 Apportionment for the 5311(f) Intercity Bus program, a total of \$2,912,502 in federal funds, for operating assistance to intercity bus providers in Tennessee.

#### Project Benefits

This grant provides American Rescue Plan Act intercity bus funds to two subrecipients to sustain intercity bus services in Tennessee to survive the impacts of the COVID-19 pandemic.

#### Additional Information

*None provided.*

#### Location Description

Statewide

## Project Location (Urbanized Areas)

UZA Code	Area Name
470000	Tennessee

## Congressional District Information

State	District	Representative
Tennessee	1	Diana Harshbarger
Tennessee	3	Charles J Fleischmann
Tennessee	4	Scott DesJarlais
Tennessee	5	Andrew Ogles
Tennessee	9	Steve Cohen
Tennessee	2	Tim Burchett
Tennessee	6	John Rose
Tennessee	7	Mark Green
Tennessee	8	David Kustoff

## Program Plan Information

**STIP/TIP**

Date: N/A

Description: N/A

**UPWP**

Date: N/A

Description: N/A

**Long Range Plan**

Date: N/A

Description: N/A

**Project Control Totals**

Funding Source	Section of Statute	CFDA Number	Amount
5311 (f) - Inter City Bus (ARPA)	5311-10D	20509	\$2,912,502
Local			\$0
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
<b>Total Eligible Cost</b>			<b>\$2,912,502</b>

**Project Budget**

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
TN-2023-016-01-00	634-00 (634-A1) INTERCITY BUS TRANSPORTATION	\$2,912,502.00	\$0.00	\$2,912,502.00	0
TN-2023-016-01-00	30.09.08 EMER RELIEF - OPERATING ASSIST - 100% Fed Share	\$2,912,502.00	\$0.00	\$2,912,502.00	0

**Project Budget Activity Line Items**

Budget Activity Line Item: 30.09.08 - EMER RELIEF - OPERATING ASSIST - 100% Fed Share
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Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
INTERCITY BUS TRANSPORTATION (634-00)	30.09.08	EMER RELIEF - OPERATING ASSIST - 100% Fed Share	OPERATING ASSISTANCE	0

**Extended Budget Description**

Operating funds for 2 intercity bus providers. Funds will be used by subrecipients to reimburse operating expenses on a Network Loss Allocation Billing structure. Each subrecipient will use a route mile allocation for Tennessee that is based on the comparison of miles in Tennessee to the total system miles during a stated period. In each case, only actual miles and expenses will be considered for reimbursement.

**Will 3rd Party contractors be used to fulfill this activity line item?**

No, 3rd Party Contractors will not be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
5311 (f) - Inter City Bus (ARPA)	5311-10D	20509	\$2,912,502
Local			\$0
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
<b>Total Eligible Cost</b>			<b>\$2,912,502</b>

Milestone Name	Est. Completion Date	Description
Start Date	1/20/2020	Eligible operating activities begin
End Date	12/31/2024	Eligible operating activities complete

**Project Environmental Findings**

**Finding: Class II(c) - Categorical Exclusions (C-List)**

**Class Level Description**

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

**Categorical Exclusion Description**

Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

Date Description	Date
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Class IIc CE Approved
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Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
INTERCITY BUS TRANSPORTATION (634-00)	30.09.08	EMER RELIEF - OPERATING ASSIST - 100% Fed Share	0	\$2,912,502.00	\$2,912,502.00

## Part 4: Fleet Details

No fleet data exists for this application.

## Part 5: FTA Review Comments

### FTA Comments for DOL

Comment By **Michael Sherman**

Comment Type	DOL Review for Information
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Date	6/1/2023
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Comment	Sent to DOL for information on 6/1/2023.
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