Local Match & Overmatch

1. Does an applicant need a commitment letter certifying that local match will be provided?
Answer: No. By signing the required signature page at the end of the Information Packet, the applicant certifies that they will provide the required matching funds if selected for 5310 program funding.

2. What is “overmatch”?
Answer: Overmatch funds are local funds provided by the applicant above the minimum local match amount required by the 5310 program. For example, the 5310 program requires a 20% local match for capital funding requests. Overmatch would be any additional funds provided by the applicant above the 20% minimum. So, if an applicant provided 30% matching funds, 10% would be considered overmatch.

3. Why is overmatch part of the evaluation criteria?
Answer: While not all applicants can provide overmatch, doing so reflects project commitment and stretches the available 5310 program funding. Providing overmatch is not required, but is encouraged. Only cash overmatch is allowed (not in-kind overmatch), and overmatch is allowed only for capital projects.

4. Does providing overmatch reduce the amount of 5310 funds being requested?
Answer: Yes. The application form calculates the 5310 request amount by subtracting the required match (20%) and any overmatch from the total project cost. Therefore, any cash overmatch provided reduces the 5310 funding request on a dollar-for-dollar basis. For example, a total capital project cost of $10,000 would require a $2,000 match amount, resulting in a 5310 funding request of $8,000. If $1,000 in overmatch is provided by the applicant, the 5310 request amount would then be reduced to $7,000.

5. What funding sources are eligible as local match and capital overmatch?
Answer: Question 18 of the application form (Page 6) and Page 5 of the Information Packet list several possible funding sources for match and/or capital overmatch. Some other federal funds can also be used as match/overmatch, provided the use of those funds meets FTA requirements. While FTA-eligible in-kind sources are allowed as local match, only cash or cash-equivalent funding is allowed for overmatch, and overmatch is only allowed for capital projects. Please call Jacob Riger, DRCOG, at (303) 480-6751 to discuss further if you have questions.

6. Is cash overmatch allowed for “capitalized” contracted operating?
Answer: Yes. Cash overmatch is allowed for contracted operating since the 5310 program treats contracted operating as a capital expense for match requirement purposes.

7. Can donations be used as local match for operating assistance projects the same as they are currently an eligible source of local match for capital? That is, do they need to be discounted from the total eligible cost of an operating assistance project the same way that farebox revenue is discounted to determine the total eligible 5310 request amount?
Answer: Donations can be used as a source of local match for operating or capital. There is no need to discount donations in determining the total eligible operating cost.
**5310 Program Changes to Requirements**

8. The New Freedom program defined new service that goes above and beyond existing ADA paratransit requirements as being new if the service started after August 10, 2005; will that date continue to be used to define new eligible service for the 5310 program?

   Answer: The issue of “new” service is no longer a determining factor. If the project is otherwise eligible, then it does not matter whether it is new service or not.

9. Have there been changes to vehicle procurement process requirements?

   Answer: No. Vehicle purchases must continue to meet Buy America requirements. Applicants can also procure vehicles using CDOT’s process. FTA requirements have not changed from the previous 5310 program or New Freedom program.

**Peer Review Panel Process**

10. Will the 55% minimum capital funding threshold be sub-divided between capital and mobility management projects? *(Question references the federal requirement that at least 55% of total 5310 program funding must be allocated to capital projects addressing the 5310 program’s primary program goal.)*

    Answer: No. The Peer Review Panel will score and rank all capital projects (including mobility management projects) that meet the 55% capital funding threshold together.

11. Will some projects receive only partial 5310 program funding, or will all projects selected for funding be fully funded?

    Answer: The Peer Review Panel (and DRCOG Board and committees) will make all project funding decisions based on several factors, including the total amount of funding requested, the “55% capital rule,” funding requested by project category, and other relevant considerations.

12. Will there be a minimum “merit threshold” score? Is there a limit on the number of applications that can be submitted? Is there a minimum or maximum 5310 program request amount?

    Answer: The answer is “no” to all of these questions. There will not be a minimum merit threshold score. Applicants may submit as many applications as they wish, with no limits on the minimum or maximum amount requested. Keep in mind that requesting very small amounts are not cost-effective from a program administrative perspective, and very large funding requests must be considered in the context of the limited 5310 program funds available.

**Other Questions**

13. How does an applicant determine if the proposed project is located within or outside of the Denver-Aurora Urbanized Area (UZA) boundary? Are there more detailed versions of the UZA map available?

    Answer: Please call Jacob Riger, DRCOG, at (303) 480-6751 for assistance with locating your project or to request different versions of the UZA map.

14. Is travel training considered part of “operating and non-55% capital” *(as shown in the workshop presentation)*, or part of mobility management activities?

    Answer: Travel training is eligible under both categories.
15. Are other measures allowed for the “cost per rider” calculation (question 13B on application form)?

Answer: The intent of the cost per rider calculation is to provide the Peer Review Panel with a metric common to all applications to equitably compare each project’s net new ridership estimate, recognizing that ridership may vary significantly between applications. The metric should be calculated by dividing the project’s total net new ridership by the total project cost. Please call Jacob Riger, DRCOG, at (303) 480-6751 to discuss further if you have questions.

16. Will CDOT have a similar applicant Q&A workshop as part of its 5310 program selection process?

Answer: Please call CDOT staff for information about their 5310 program selection process:
Angela Graham: (303) 512-4045
Eric Ellis: (303) 757-9766

Note to Applicants

17. New Information: DRCOG staff noted at the workshop that if an applicant proposes to construct a capital improvement, the implementing (constructing) agency must be the project sponsor and must be the one to submit the application form. Any potential ROW issues must also be highlighted in the application.

18. Correction: The table on Page 5 of the Information Packet erroneously states under eligible activities for Category A: “acquiring transportation service (capital or operating) via contract (one-year limit).” There is not a one year limit to such a contract.