Clean Mobility Options

1. **Will the policy updates to the IM apply retroactively to Window 1 MPV projects currently underway? Something like allowable voucher for year 3 operation or admin costs reimbursable during the whole voucher term should apply to window 1 projects.**
   a. Yes, all IM updates will apply to Window 1.
2. **Based on experience to date, is not randomization expected?**
   a. It is expected that we will be oversubscribed, which will trigger randomization.
3. **We have completed the CMO Need Assessment and submitted the report, Do we need to fill out MPV part 1 only?**
   a. You will still need to fill out Part 2, if invited.
4. **Is the Winter 2023 supposed to be Winter 2022 on the timeline? Does it mean that Part 2 submission will be one year after Part 1?**
   a. By 'Winter 2023' we mean Q1 2023, part two will open afterward, but it won't take a year.
5. **What do you suggest is the best way, as a Sub-applicant partner, to connect with Lead applicants? [We have been successful in previous CMO rounds as a Sub-applicant, and we are looking for new opportunities to continue our work within the goals of the CMO program.**
   a. Sub-applicants are encouraged to attend webinars, network, and reach out to the PA Team. If they find they can be leads, they're encouraged to lead a project as well!
6. **Can the lead applicant be a joint authority organization such as Sacramento Public Library?**
   a. Yes.
7. **How much is allowable for indirect costs?**
   a. Indirect costs are allowable expenses and we will work with Awardees on verifying rates can be include in your Payment Request
8. **To clarify, is the program a reimbursement-only basis?**
   a. Yes this CMO Program is cost reimbursement only program
9. **Can the voucher be used to expand the reach of an existing micro mobility project?**
   a. Yes.
10. **To be most competitive, are applicants recommended to apply for a CTNA prior to pursuing an MPV?**
    a. The voucher is not competitive, but in order to be eligible for an MPV, a Community Transportation Needs Assessment must be completed. There will be resources to help prospective applicants complete a CTNA on their own, but if you are looking for funding it might be wise to go for the CTNA voucher first.
11. **Would load-serving entities (LSEs) such as EBCE be eligible as a lead applicant?**
    a. LSEs are eligible only as sub-applicants.
12. **Is completing the CTNA absolutely necessary in all cases before applying for funds associated with the MPV? Are there any exceptions to this?**

a. There are no exceptions, but feel free to reach out to the PA team for guidance on the CTNA requirements.

13. **For MVP: Now that the project eligibility criteria has been relaxed since the previous CTNA (by removing the deed restricted affordable housing requirement), can the proposed MVP project area be expanded to include a larger area (the broader community that surrounds the specific CTNA locations (assuming the expanded area fits the current eligibility criteria)?**
    a. The short answer is yes, but we encourage you to get some technical assistance to clarify further project scope

14. **Please share how the reimbursement process works? Does the organization submit reimbursement requests or is funding awarded at the beginning or only at the end?**
    a. Payment requests are recommended to be submitted Quarterly but can be submitted monthly.
    b. Costs must be incurred first and then asked for reimbursement with proof of those costs incurred (i.e.: receipts etc.)

15. **Do you anticipate future funding windows?**
    a. Future funding is contingent on state funding allocation for CMO program

16. **Are there specific requirements for a needs assessment that we can look at, to see if work done to date would qualify or if we need to apply for a CTNA voucher?**
    a. Absolutely, those are in the Implementation Manual, posted on cleanmobilityoptions.org - Technical Assistance is also available at info@cleanmobilityoptions.org

17. **1. What was total $dollar amount of 2020 applications and awards? 2. What do you expect for this cycle?**
    a. $21 Million was awarded in 2020, see the list of awardees at CleanMobilityOptions.org. Currently there is a total of $21 Million available for Window-Two

18. **Are we allowed to use funds for childcare for parents who attend community engagement events?**
    a. Child care and food related costs are non-reimbursable expense categories for CMO.

19. **Are we able to use the funds for providing food/drinks at community engagement events?**
    a. Food is not eligible for voucher reimbursement. But TA can share some strategies used by previous awardees to provide incentives for participation.

20. **Can gift card/other be used as an incentives for residents who participate in the community engagement events?**
    a. Yes, the Voucher will reimburse for gift cards for community participation.

21. **Just to confirm, the needs assessment needs to be done for the specific neighborhood the program is proposed for. It can't be broader. Also, how many responses are required or is there no target?**
    a. That is correct, for the specific eligible census tract(s). There is no minimum number of responses, but technical assistance will work with you to figure out a good goal as far as a number that will yield some statistical significance, and more importantly provide answers to your questions about barriers to mobility.

22. **How do you define "innovative transit"?**
    a. Per the CMO Implementation Manual: "Innovative Transit Services" or "Microtransit" for the purposes of this program means transit services that are demand-responsive

(routes and/or frequency of service are determined dynamically based on customer demand) and capable of serving multiple riders simultaneously

23. **Can existing mobility projects be further supported by the voucher program if they already serve the eligible communities? Or does this program only support net-new programs?**
    a. New and existing services are both eligible for Mobility Project Voucher funding. New Service is defined as a service model that is not currently operating in any location within the proposed project area. Existing Service is defined as a service model that is currently operating in some locations of the proposed project area or in the entire proposed project area. To be eligible for CMO voucher funds, the existing service must be in support of the eligible service model.

24. **Do eligible operations expenditures include wages for drivers? That wasn't listed on the last slide so want to confirm.**
    a. Yes, it does cover Drivers costs for Operating the Service

25. **Are you still accepting new additions to the mobility provider directory? When is the next update to the list?**
    a. We will be adding to the directory, we encourage you to send contact info to rfi@cleanmobilityoptions.org

26. **In the implementation Manual, it states "the lead applicant must commit to contract with either an entity listed in the Clean Mobility Provider Directory or an entity who meets the minimum qualification criteria to be in the Directory but is not currently listed." Can you clarify how we can show this for Phase 1 application of the Mobility Project?**
    a. There is an option to select "We do not currently have a mobility provider. We will secure and confirm our mobility provider that meets the criteria within 3 months of voucher execution." in Phase 1.

27. **Is the community needs assessment application also first-come-first serve?**
    a. Yes. There will be randomization if oversubscribed.

28. **Is the Implementation Manual downloadable?**
    a. Yes. If there are issues downloading anything, let us know.

29. **How labor intensive is the new first Phase of application? The former program was structured around having all materials ready on a first come first serve basis in the first phase, with no development period. Can you elaborate more on what first phase application looks like?**
    a. The application is available online at cleanmobilityoptions.org . Take a look, and reach back out with any questions.

30. **Where is the eligibility map on the website?**
    a. https://cleanmobilityoptions.org/project-area-mapping-tool/

31. **How do folks tie the survey to the census tracts? Oftentimes respondents are reluctant to provide addresses. Cross streets may not be precise. What do you suggest?**
    a. This is a great question for technical assistance, and we have summary reports and experiences from Window 1 CTNAs about survey strategies and scrubbing survey responses to make sure they are from residents within the project area.

32. **Will the tech assistance providers be contracted companies? For a recent STEP application, we used tech. assistance which was helpful, but initially there were problems as we were shuffled from a contracted entity to a sub-contractor**

a. Technical Assistance is provided by the Shared-Use Mobility Center. Sharedusemobilitycenter.org

33. Who makes up the Program Administration Team?

a. The program administration team is CALSTART, CivicWell, and the Shared-Use Mobility Center (SUMC) all nonprofit contracted to provide technical assistance. The funding is managed by the California Air Resources Board and California Energy Commison

34. At what stage would we include letters of support?

a. Check out both the CTNA and the MPV part one applications, currently posted at cleanmobilityoptions.org