MATA’s FTA Section 5310 Program and Project Selection Process

MPO CPT-HSTP Meeting
3175 Lenox Park, Suite 201
Wednesday, January 10, 2018, 2:00 p.m.
Section 5310 Program Purpose

“To improve mobility for seniors and individuals with disabilities throughout the country by removing barriers to transportation services and expanding the transportation mobility options available.”

By Supporting
Transportation services *planned, designed, and carried out* (emphasis added) to meet the special transportation needs of seniors and individuals with disabilities in all areas—large urbanized, small urbanized, and rural.
Moving Ahead for Progress in the 21st Century (MAP-21, 2012)

- Incorporated eligibilities of the former New Freedom Program
- Provided specific apportionments to large urbanized areas (UZAs), small UZAs, and rural areas
- Made operating expenses eligible
- Expanded coordinated plan requirements to include specific requirements for stakeholder involvement in development and approval of the plan
Changes under MAP-21: Apportionments

- Designated recipients added for large urbanized areas (UZAs)
- Percentage of funding reapportioned between large and small UZAs, and rural areas
  - 60% to large UZAs
  - 20% to small UZAs
  - 20% to rural areas
- Apportionments for small UZAs and rural areas can be moved to all types of areas
- Large UZA funding cannot be reallocated
- FTA Apportionment table:
  
  http://www.fta.dot.gov/12853_14875.html
Changes in Map-21: Types of Projects, Traditional and Non-Traditional

• A minimum of 55% MUST be spent on *traditional* 5310 projects
• Remaining 45% may be spent on *other* projects, such as were eligible under the New Freedom (5317) program
• Up to 10% may be spent on program administration
FAST Act Changes to the Section 5310 Program

• A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient

• There is now a requirement for the collection of best practices for dissemination to public transportation on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports
FAST Act Changes to the Section 5310 Program, Cont.

• Section 3006(b): a discretionary pilot program for innovative coordinated access and mobility - open to 5310 recipients and subrecipients - to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation services; such as: the deployment of coordination technology, projects that create or increase access to community (i.e. One-Call/One-Click Centers, etc.)
FAST Act Changes to the Section 5310 Program, Cont.

• Section 3006(c): Coordinated Mobility which requires following through on recommendations made by the Interagency Transportation Coordination Council on Access and Mobility (CCAM) 2005 Report to the President relating to the implementation of Executive Order No. 13330 (49 U.S.S. 101 note) including publicizing an updated strategic plan and developing a cost-sharing policy
Recipients Defined

5310 Funds are Apportioned to **Recipients**

- **States** are recipients for rural and small urban areas

- **Designated recipients** for large urban areas are chosen by state governors
Recipients’ Role

• Document their procedures in a state management plan (SMP) or program management plan (PMP)
• Plan for future transportation needs, ensure integration and coordination among diverse transportation modes, and providers
• Develop project selection criteria consistent with the coordinated planning process
• Notify eligible local entities of funding availability
Recipients’ Role (continued)

• Solicit applications from potential subrecipients
• Allocate funds to subrecipients on a fair and equitable basis
• Submit an annual program of projects (POP) and grant application to FTA
• Ensure compliance with FTA requirements
Subrecipients

For Traditional 5310 projects *

- Private nonprofit organizations
- A state or local government, if
  - 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.

*Under MAP-21, 55% of a recipient’s 5310 allocation must be spent on traditional 5310 projects. Chapter 3 will provide further detail on this.
Subrecipients (continued)

For *Other* eligible projects

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

Such *Other* projects reflect the inclusion of eligible uses from the former New Freedom program.
Examples of Traditional Section 5310 Projects

Capital Purchases

• Vehicles (i.e., buses, vans, or accessible taxis)
• Approved Vehicle Rehabilitation or Overhaul
• Related Vehicle Equipment (i.e., lifts, ramps, securement devices; etc.)
• Other Capital Equipment Purchases (i.e., communications equipment such as Mobile Data Terminals or Computers; security equipment such as camera systems for vehicles; fare collection systems; etc.)
• Mobility Management
• Cost of Leased or Contracted Services
Examples of “Other” Section 5310 Projects

- Mobility Management
- Travel Training
- Curb Cuts
- Sidewalks
- Pedestrian Signals or Other Accessible Features
- Volunteer Driver Programs (Mileage Reimbursement)
Examples of “Other” Projects (continued)

• Costs Directly Tied to Transit Operations
• Administrative Expenses
• Operation of Transportation Brokerages to Coordinate Providers, Funding Agencies, and Passengers
• Development and Operation of One-Call/One-Click Call Centers
• Voucher Programs
Local Match Requirements

Capital Expenses

- 80% Local
- 20% Federal

Operating Expenses

- 50% Local
- 50% Federal

Exceptions:
Vehicle acquisitions to support compliance with the Americans with Disabilities Act (ADA) or the Clean Air Act have an 85% and 90% Federal match, respectively, for vehicle-related equipment and facilities.
Management Plans

State/Program Management Plans (SMP/PMP)

• SMPs developed by states; PMPs by Designated Recipients

• Describe the recipients’ processes for administering the 5310 and 5311 (rural-area formula) programs, including project selection

• Should be consistent with state and metropolitan area planning efforts and have transparency with opportunities for public comment

• Are reviewed by FTA on a regular basis to ensure compliance
Steps in Project Selection

Section 5310 Recipients are responsible for:

- Developing project selection criteria consistent with the coordinated planning process
- Notifying eligible local entities of funding availability
- Soliciting applications from potential subrecipients
- Allocating funds to subrecipients on a fair and equitable basis
- Submitting an annual program of projects (POP) and grant application to FTA
Project Selection is Flexible

Recipients are afforded a great deal of flexibility in how they select projects.

The selection process may be:

• Formula-based
• Competitive
• Discretionary
Additional Resources

FTA Resources:

Section 5310 Fact Sheet - Provides a brief overview of the program’s allocation, purpose, and other provisions

Section 5310 Circular (June 6, 2014) – The authoritative document on the requirements of the 5310 program

NTD Glossary - Terms used in the National Transit Database, explained
### FAST Act Authorized Funding for Section 5310

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MATA’s Section 5310 Administration Process

1. MATA applies for FTA 5310 Grant
2. FTA approves grant
3. MATA applies for TDOT matching grant
4. MATA recommends projects for Board award
5. MATA procures projects awarded by Board
   A. Vehicles
   B. Curb ramps and sidewalks
   C. Call center and equipment
6. MATA enters into leases with companies receiving vehicles/equipment
7. MATA monitors lessee’s monthly reports
Timeline of Next Section 5310 Selection Process

- Fall/Winter 2018 – MATA publishes call for projects
- Spring 2019 – MATA convenes selection committee to review projects and make recommendations
- Late Spring 2019 - MATA Board Approves selected projects
Questions?