

FTA

FEDERAL TRANSIT ADMINISTRATION

Section 5310 Program Overview

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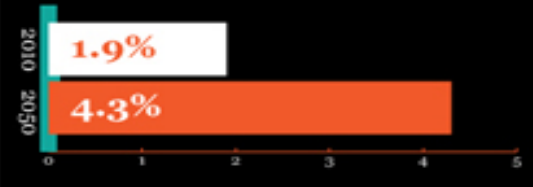


U.S. Department of Transportation
Federal Transit Administration

Outline

- Program Purpose
- FAST Act Provisions Overview
- Recipients and Subrecipients:
Definitions and Roles
- Eligible Projects
- Local Match Requirements
- 5310 Competitive Program/ICAM
- Technical Assistance Resources

In 2050, the oldest age group will account for 4.3% of our population, up from 1.9% in 2010.



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.

Section 5310 Program Is

A *flexible State-managed* program that connects seniors and individuals with disabilities to their communities.



5310 Means

Independence

“The program is helping me stay independent for as long as possible. Since I do not drive, the program allows me to go to various functions, appointments and shopping.”

Inclusion

“I got to visit a friend I hadn’t seen in 20 years. What a fun day! The outlets in Kittery? I never thought I would get there again.”

Access/Health

“I had to keep cancelling doctor’s appointments, but I’m able to get there now. It’s easy to make arrangements with this program. I just check in with my driver’s schedule and work around that.”

**Quotes from riders of 5310-funded programs*

FAST ACT

- Fixing America's Surface Transportation (FAST) Act
- Authorizing Legislation, passed in December 2015

FAST Act Authorized Funding for Section 5310

	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
5310 Formula Grants	\$262.95	\$268.21	\$273.84	\$279.65	\$285.58
Discretionary Pilot Program	<u>\$2.00</u>	<u>\$3.00</u>	<u>\$3.25</u>	<u>\$3.50</u>	<u>\$3.50</u>
5310 Total	\$264.95	\$271.21	\$277.09	\$283.15	\$289.08

Important FAST Act Provisions Impacting the Section 5310 Program

- 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

Important FAST Act Provisions Impacting the Section 5310 Program, Cont.

- Section 3006(b): a competitive 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.)

Important FAST Act Provisions Impacting 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 and Subrecipients: Definitions and Roles

Following the Dollars

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
- Local or state entities **providing public transportation services.**

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.

* 55% of a recipient's 5310 allocation must be spent on *traditional* 5310 projects.

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

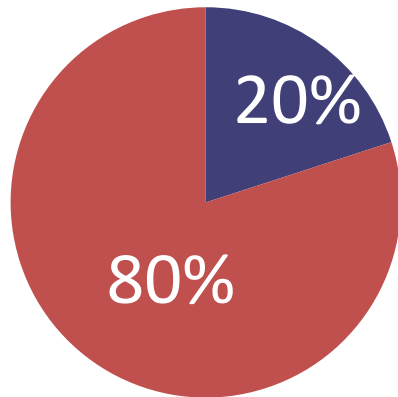
- Mobility Management
- Travel Training
- Curb Cuts
- Sidewalks
- Pedestrian Signals or Other Accessible Features
- Volunteer Driver Programs (Mileage Reimbursement)

Examples of “Other” Projects (continued)

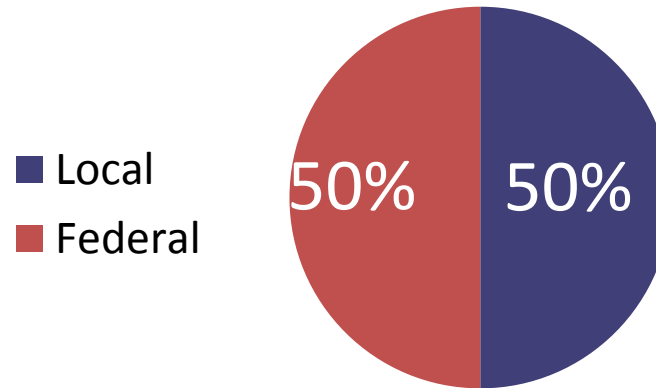
- Costs Directly Tied to Transit Operations
- Administrative Expenses
- Operation of Transportation Brokerages to Coordinate Providers, Funding Agencies, and Passengers
- Development and Operation of One-Call/One-Click Call Centers
- Voucher Programs

Local Match Requirements

Capital Expenses



Operating Expenses



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.

Federal-to-Federal Match

- FTA allows for local match to come from other federal programs supporting transportation
- When funds are leveraged in this way, programs can be 100% federally-funded programs



U.S. Department of Health and Human Services (HHS) Match Partnership

The Administration for Community Living (ACL), an Operating Division of HHS allows their Older Americans Act (OAA) Title III B (Supportive Services) federal funds to be used as match for 5310

Programs administered by the Federal Transit Administration (e.g., 5310, 5311, & 5317) now permit applicants to use other sources of Federal funding as match. Does this mean that OAA funds can be used as match?

To maximize flexibility of funding and to enhance services to older adults, Older Americans Act grantees have the option to use Title III B funds to meet the match requirements for programs administered by the Federal Transit Administration (FTA). With this option, the Aging Network is afforded additional opportunities to better meet local transportation needs and further the goals of United We Ride, including providing more rides for the same or fewer assets, facilitating access to services and increasing customer satisfaction.

HHS Partnership (continued)

Did you know that 5310 programs can partner with meal delivery programs? ACL oversees the OAA-funded meal programs. To find the meal program in your community, visit: www.Eldercare.gov

Transit service providers receiving 5310 funds may coordinate and assist in providing meal delivery services on a regular basis if the meal delivery services do not conflict with the provision of transit services or result in a reduction of service to transit passengers



Rides to Wellness Demonstration Grants

- The FY 2016 program was announced in May, 2016
- FTA received 78 project proposals requesting \$28 million from 34 states
- \$7,211,518 was allocated for 19 projects
- 7 of the 19 projects selected serve rural areas

R2W Demo Grants/5310 Pilot Program (ICAM)

- FTA anticipates a Competitive program announcement during FY 2018
- Eligible applicants include: States, Tribes, Designated or Direct Recipients for 5307, 5310 and 5311
- Program Goals:
 - Improve local coordination
 - Establish partnerships between transportation providers
 - Reduce duplication of services
 - Provide new innovative solutions in the State and/or Community

National Aging and Disability Transportation Center (NADTC)

Goals of the partnership with NADTC:

- Promote the use of accessible public transportation for healthcare, employment, education, recreation, and to support independent living
- Increase the effectiveness, efficiency, and quality of coordinated human service transportation
- Ensure transportation planning is done in conjunction with broader planning activities at all levels
- Highlight and assist in developing promising practices to solve transportation challenges maximizing the effectiveness of federal investments in specialized transportation

Section 5310 Technical Assistance

To find out more about the NADTC, request technical assistance, or to sign up for the Center's e-News, send an email to: contact@nadtc.org or call (866) 528-6278

Trainings Coming Soon: webinars, online courses, and in-person events



Tap into Resources



[National Center for Mobility Management](#)



[National Aging and Disability Transportation Center](#)



[National Rural Transit Assistance Program](#)



[ACL Transit Planning 4 All](#)



[Shared-Use Mobility Center – Shared Mobility Toolkit](#)

Contact Information

Section 5310 Program

and

**Innovative Coordinated Access and Mobility
(ICAM)**

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