



Using Non-FTA Federal Funds for Local Match

Types of FTA Funding

When it comes to applying for Federal Transit Administration (FTA) grant funding under various programs like [Section 5307](#), [Section 5310](#), and [Section 5311](#), it is important to research the types of funds that can be utilized for local match. The use of non-U.S.

Department of Transportation federal funds as local match began in 2005 under SAFETEA-LU for certain programs like [Section 5310](#), [Section 5311](#), formerly [Section 5316](#), and [Section 5317](#). The activities for 5316 and 5317 are now eligible under 5310 and 5311 grant funding.



After the enactment of subsequent federal transportation acts such as [MAP-21](#) and the [FAST Act](#), there was a heightened focus on the connections between community living, environmental and economic sustainability, and transportation. As a result, additional federal agency funds were considered as potential local match, alongside human services funding. Agencies like the U.S. Department of Health and Human Services (DHHS), the U.S. Department of Labor, and the U.S. Department of Housing and Urban Development have provided funds for local matches. For instance, the Administration for Community Living, a division of DHHS, has [Older Americans Act](#) funds eligible as match and has issued guidance on using ACL funding with FTA programs.

Funding Guidance

The Federal Transit Administration (FTA) provides guidance on federal and local match requirements in the Circulars for [Section 5307](#), [Section 5310](#), and [Section 5311](#). Applicants for federal transit grants should consult with each circular to ascertain the match requirements and eligible local sources for the three programs, as the local match requirements vary from program to [program](#).

For example, [Section 5310 Circular 9070.1 states](#): "In addition, the local share may be derived from federal programs that are eligible to be expended for transportation, other than DOT programs, or from DOT's Federal Lands Highway program. Examples of types of programs that are potential sources of local match include: employment, training, aging, medical, community services, and rehabilitation services."

A more recent initiative of FTA that encourages and promotes other funding sources for local match is through the [Coordinating Council on Access and Mobility \(CCAM\)](#) and the Cost Sharing Policy Statement. The Coordinating Council on Access and Mobility (CCAM) was created in 2004 ([with an updated CCAM strategic plan in 2023](#)) through Executive Order 13330 with the aim of enhancing the accessibility, availability, and efficiency of transportation services for individuals with disabilities, older adults, and those with low income. The CCAM is led by the Secretary of Transportation and includes members such as the secretaries of Agriculture (USDA), Education (ED), Health and Human Services (HHS), Housing and Urban Development (HUD), the Interior (DOI), Labor (DOL), Transportation (DOT), and Veterans Affairs (VA), along with the Attorney General (DOJ), the Chairperson of the National Council on Disability (NCD), and the Commissioner of the Social Security Administration (SSA).

The Executive Order directs CCAM members to work together to provide efficient transportation services while avoiding duplication, freeing up funds for additional services. This led to the creation of the [CCAM Cost-Sharing Policy Statement](#), which encourages collaboration between State and local entities by outlining transportation cost-sharing practices, including vehicle and ride sharing, and Federal fund integration.



Federal Fund Braiding

A component of the CCAM Cost-Sharing Policy is Federal fund braiding, which involves using Federal funds from one grant program to fulfill the local match requirement of another Federal grant. This allows Federal grantees to divide the costs of a transportation project across various Federal programs, along with staying in compliance with regulations, eligibility and reporting for all programs contributing funding.

Fund braiding promotes greater coordination at the local level due to the increased reporting requirements that grantees must adhere to when receiving funds from two Federal sources. However, it should be noted that the Federal fund braiding is not available across all Federal programs that may support transportation initiatives. Potential grantees should refer to the [CCAM's Federal Fund Braiding Guide](#) to determine if this approach is a good fit for their organization and FTA grant recipients and sub-recipients should communicate with their FTA Regional

Office to determine if a particular federal-to-federal grant match is appropriate and allowable. The guide outlines the allowance of Federal fund braiding for 67 Federal programs that may fund transportation and provides further details on grantee eligibility requirements.

For further information regarding the match requirements of FTA grants, you can visit the Grant Programs page of www.transit.dot.gov. If you would like information regarding the determination of local match per agencies outside of FTA, please see [locally matching funds previously asked funds questions](#). There you can select a specific grant to review program circulars, identify eligible projects, and determine match ratios.



The National Aging and Disability Transportation Center is a program funded by the Federal Transit Administration and administered by USAging and Easterseals with guidance from the U.S. Department of Health and Human Services, Administration for Community Living.