

Program Overview and Guidelines

SECTION 5310 ENHANCED MOBILITY OF SENIORS
AND INDIVIDUALS WITH DISABILITIES

MAG ELDERLY AND PERSONS WITH DISABILITIES
TRANSPORTATION AD HOC COMMITTEE

MARCH 30, 2016

Enhanced Mobility Of Seniors & Individuals with Disabilities Program Changes

FAST Act Continues MAP 21

Allows large Urbanized Areas (planning areas over 200,000 persons) to be the Direct Recipient of Funding (Grant management). Previously the State (ADOT) programmed all Section 5310 funding; Elderly and Persons with Disabilities program as the sole Designated Recipient of funding statewide.

City of Phoenix took over in 2013 and 2014 as the Designated Recipient (DR) of funding for Phx-Mesa UZA, and as the programming agency.

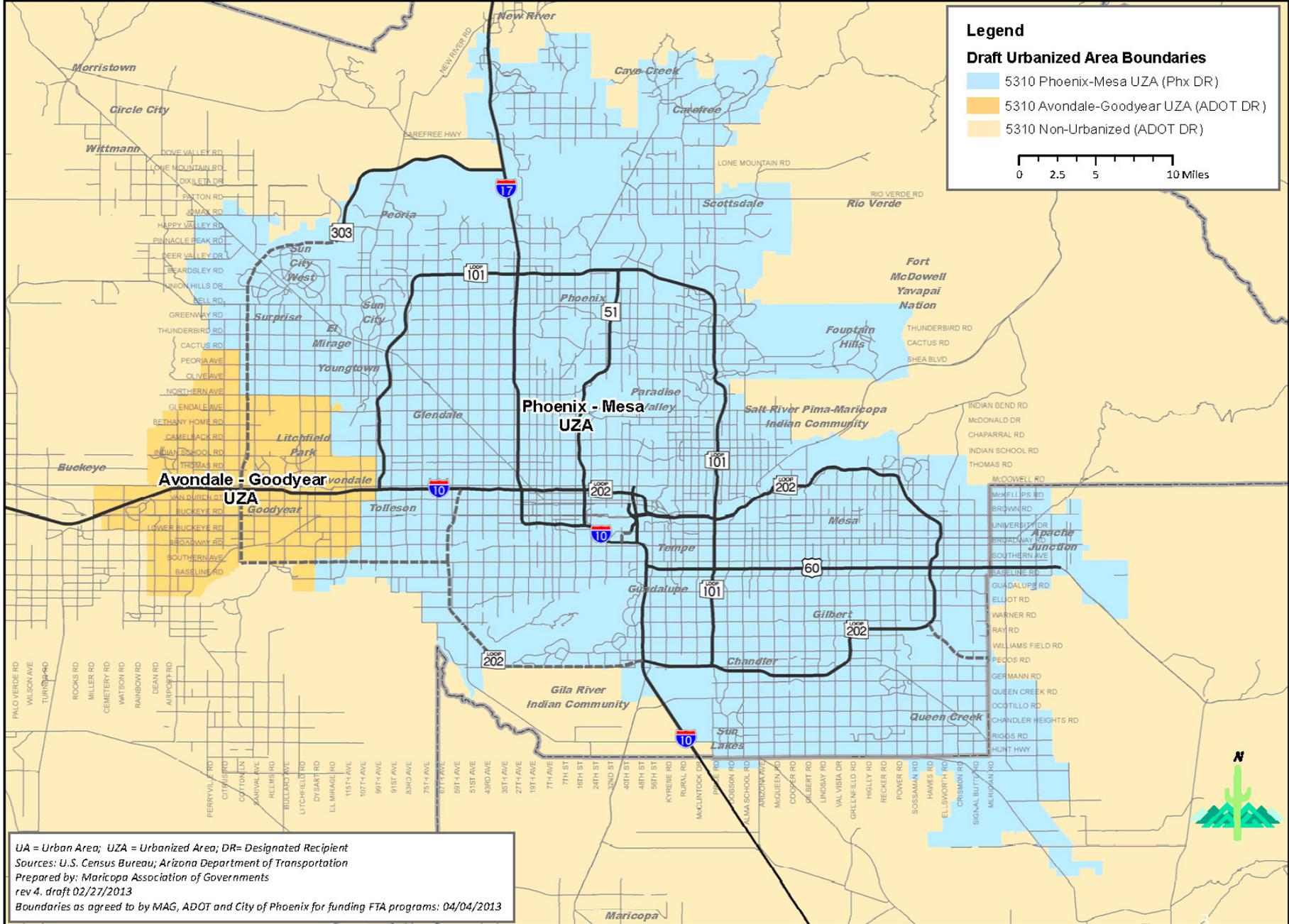
For 2015, the programming responsibility moved to MAG in coordination with the City of Phoenix.

For the Non-Urbanized areas (populations under 50,000) and the Small Urbanized areas (populations between 50,000-200,000) the ADOT is still the Designated Recipient of funding, and is the programming authority.

Sections 5310 and 5317 were merged. -With new limits set.

Where is the program now? How do we know?

General FTA Eligible 5310 Areas



Legend

Draft Urbanized Area Boundaries

- 5310 Phoenix-Mesa UZA (Phx DR)
- 5310 Avondale-Goodyear UZA (ADOT DR)
- 5310 Non-Urbanized (ADOT DR)

0 2.5 5 10 Miles

UA = Urban Area; UZA = Urbanized Area; DR= Designated Recipient
 Sources: U.S. Census Bureau; Arizona Department of Transportation
 Prepared by: Maricopa Association of Governments
 rev 4, draft 02/27/2013
 Boundaries as agreed to by MAG, ADOT and City of Phoenix for funding FTA programs: 04/04/2013



What funding is Available?

*Of the amount FTA apportions to the Phoenix-Mesa UZA, not less than **55 % of the funds** available must be used for projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities, typically carried out by nonprofit agencies (“Traditional” 5310 capital projects). UZAs may use most or all of their section 5310 funds for these types of projects. **Total program authorization estimated: \$2,991,021****

*In addition, up to **45 % may be used for public transportation projects that exceed the Americans with Disabilities Act (ADA)** minimum requirements; improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit; or provide alternatives to public transportation that assist seniors and individuals with disabilities. The acquisition of public transportation services remains an eligible capital expense under this section. (we utilize 35% with 10% for administration)*

The number of people today aged 60 and over has doubled since 1980.

Enhanced Mobility Of Seniors and Individuals with Disabilities Program Guidance and Application Instructions (FTA C 9070.1g)

FEDERAL AND STATUTORY AUTHORITY

This program provides grant funds for capital and operating expenses to recipients for:

- Public transportation projects planned, designed, and carried out to meet the **special needs of seniors and individuals with disabilities** when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq.);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
- Alternatives to public transportation projects that assist seniors and individuals with disabilities with transportation.

Not only are clients in care programs aging; caregivers are also aging

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The law provides that a recipient may allocate the funds apportioned to it to:

A private nonprofit organization; or

A state or local governmental authority that:

- is 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.

Who provides the service beyond general public transit?

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SECTION 5310 PROGRAM MEASURES

Traditional Section 5310 Projects

- 1) **Gaps in Service Filled.** Provision of transportation options that would not otherwise be available for seniors and individuals with disabilities measured in numbers of seniors and people with disabilities afforded mobility they would not have without program support as a result of traditional Section 5310 projects implemented in the current reporting year.
- 2) **Ridership.** Actual or estimated number of rides (as measured by one-way trips) provided annually for individuals with disabilities and seniors on Section 5310–supported vehicles and services as a result of traditional Section 5310 projects implemented in the current reporting year.

It's not just the numbers, but how can we best meet the unmet needs?

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SECTION 5310 PROGRAM MEASURES

Other Section 5310 Projects

- 1) Increases or enhancements related to geographic coverage, service quality, and/or service times that impact availability of transportation services for seniors and individuals with disabilities as a result of other Section 5310 projects implemented in the current reporting year.
- 2) Additions or changes to physical infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services for seniors and individuals with disabilities as a result of other Section 5310 projects implemented in the current reporting year.
- 3) Actual or estimated number of rides (as measured by one-way trips) provided for seniors and individuals with disabilities as a result of other Section 5310 projects implemented in the current reporting year.

How can we cover more area, and meet those unmet needs?

2016 Application

[FY 2016 Section 5310 application](#)

Information:

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