

# **FTA Section 5310 Enhancement Mobility of Seniors and Individuals with Disabilities Program**

---

***MAG Elderly and Persons with Disabilities Transportation Ad  
Hoc Committee  
January 12, 2017***

# Fixing American's Surface Transportation Act (FAST Act)

---

## **A FIVE YEAR BILL FUNDING TRANSPORTATION THROUGH 2021**

- **December 4, 2015 President Obama signed into law Fixing America's Surface Transportation Act (FAST Act).**
- **The FAST Act is a five year bill authorizing legislation to improve the Nation's surface transportation infrastructure. Year six is an unfunded year which extends the Act through 2021.**
- **This legislation is the first long-term national transportation spending package in a decade and takes full effect after congress funds the legislation through its appropriations process.**
- **FAST Act authorizes transportation initiatives through fiscal year 2020. There are no increases in the Highway Trust Fund and no new sources of revenue.**

# Program Purpose

---

To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Statutory References: 49 U.S.C. Section 5310 / FAST Act Section 3006

# FTA Section 5310 Enhance Mobility of Seniors and Individuals with Disabilities Program

---

## MAP-21

The FTA Section 5310 grant program makes funding available for capital and operating expenses to support the provision of transportation services to meet the specific needs of seniors (aged 65 and over) and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate.

*Please note, “it is not sufficient that seniors and individuals with disabilities are merely included (or assumed to be included) among the people who will benefit from the project” (FTA C 9070.1G, pg. III-9).*

# Programming Guidelines

---

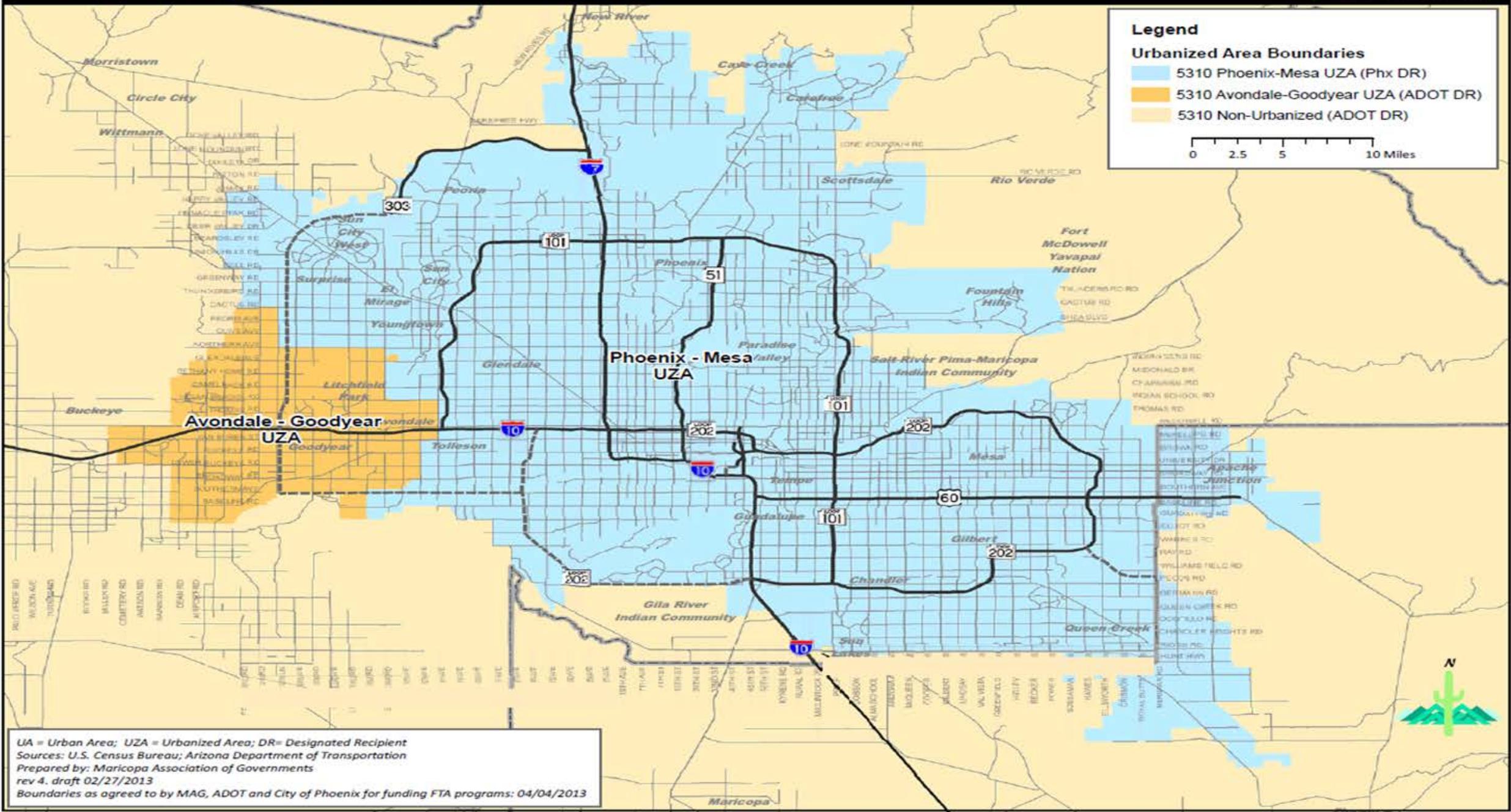
- Federal guidelines allow large Urbanized Areas (UZAs), with populations over 200,000, to directly administer Section 5310 funds.
- City of Phoenix took over in 2013 and 2014 as the Designated Recipient (DR) of funding for Phx-Mesa UZA, and as the programming agency.
- For 2015, the programming responsibility moved to MAG in coordination with the City of Phoenix Public Transit Department.
- 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.

# FTA Section 5310 Enhance Mobility of Seniors and Individuals with Disabilities

- **Federal awards program**
- **Eligible applicants:**
  - Private nonprofit (PNP) organizations
  - Public agencies-where no viable PNPs available
  - Tribal governments
- **Eligible Populations**
  - Agencies serving older adults (65+)
  - Agencies serving persons with disabilities



# General FTA Eligible 5310 Areas



**Legend**

**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

# Funding Availability

---

- FTA apportionments requires 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).
- Traditional Capital includes mobility management, vehicles, and equipment.
- UZAs may use most or all of their section 5310 funds for these types of projects.

# Funding Availability

---

- In addition, the remaining 45 percent is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 New Freedom program, described as:

Capital and operating expenses for public transportation services and alternatives beyond those required by ADA, designed to assist individuals with disabilities and seniors

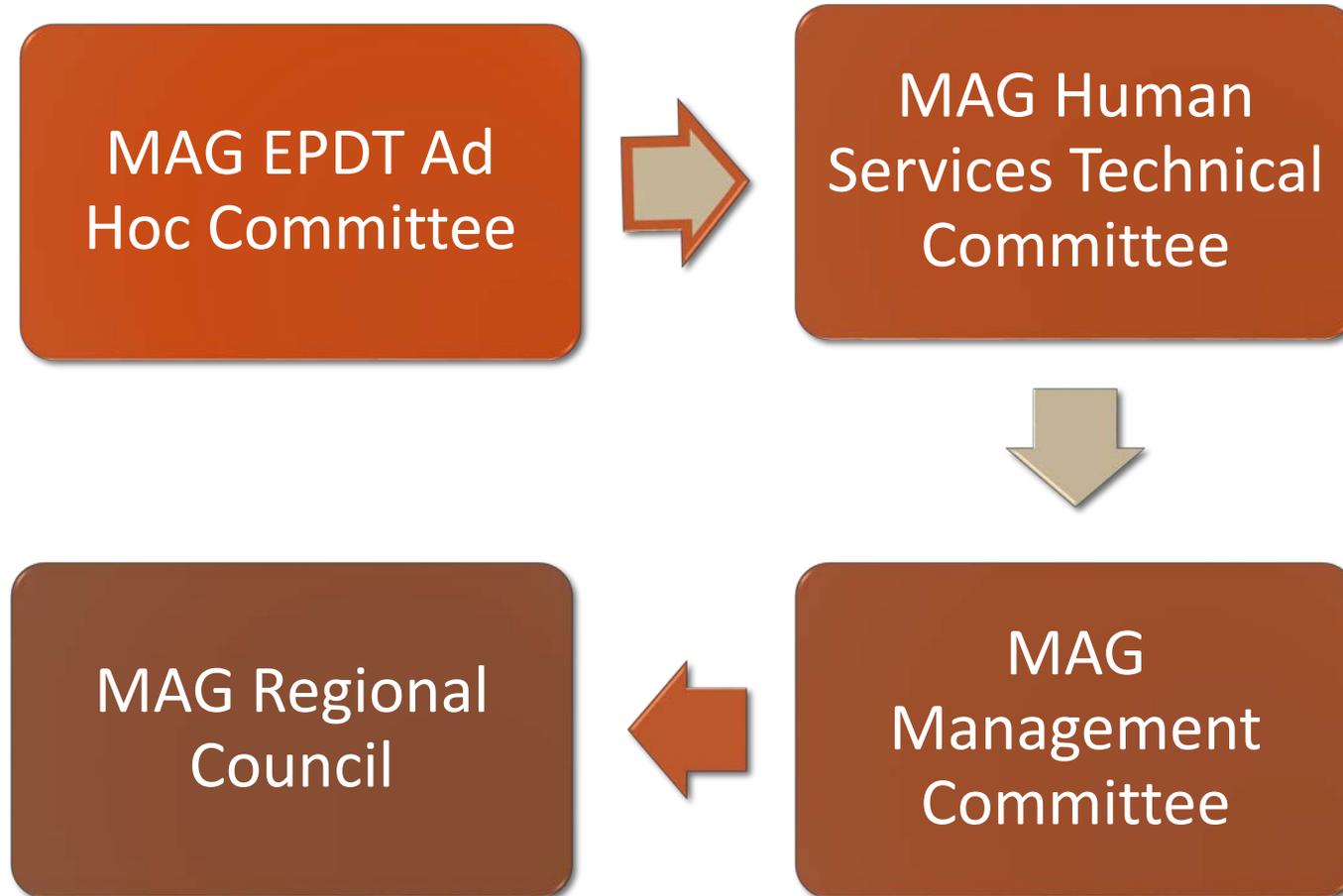
- The ten percent administration is allocated from this portion.

## ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

### Chapter 53 Section 5310

	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
5310 Formula Grants	\$258.3	\$262.95	\$268.21	\$273.84	\$279.65	\$285.58
Discretionary Pilot Program	<u>n/a</u>	<u>\$2.00</u>	<u>\$3.00</u>	<u>\$3.25</u>	<u>\$3.50</u>	<u>\$3.50</u>
<b>5310 Total</b>	\$258.3	\$264.95	\$271.21	\$277.09	\$283.15	\$289.08

# MAG Committee Process



# What's Changed Remains the Same

---

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 for Section 5310 funds.

- FTA shall disseminate a collection of Best Practices to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports.
- Section 3006(b): a new 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 (NEMT) services; such as: the deployment of coordination technology, projects that create or increase access to community One-Call/One-Click Centers, etc.
- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies, and develop a cost-sharing policy

# Funding

---

## Federal Share:

- Federal share is 80 percent for capital projects.
- Federal share is 50 percent for operating assistance.

## Formula Details:

Based on Census data, the formula funds are apportioned to each State based on the number of older adults and individuals with disabilities and allocated by area:

- o Large UZAs: 60%
- o Small UZAs: 20%
- o Rural: 20%
- o States can transfer small urban or rural allocations to large UZA's but not the other way around.