



STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Dean Lookingbill, Transportation Director
DATE: January 29, 2013
SUBJECT: **RTC Concurrence with C-TRAN's Designation as Recipient of Federal Transit Administration Section 5310 Funds, Resolution 02-13-05**

AT A GLANCE - ACTION

This resolution requests RTC Board action to concur with C-TRAN being designated by the Governor as the recipient of Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program funds for the Vancouver urbanized portion of the Portland metropolitan area. It is a requirement of the new federal transportation act, MAP-21, that recipients of funds from the 5310 funding program be designated before funds can be made available by the FTA for use in the region.

INTRODUCTION

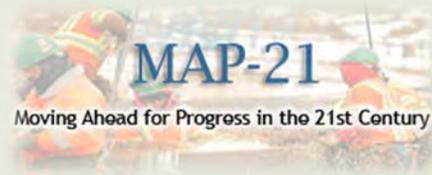
RTC must take action to comply with the new federal transportation act, MAP-21, to enable Federal Transit Administration Section 5310 funds to come to this region. The goals of Moving Ahead for Progress in the 21st Century (MAP-21), include reducing the number of funding programs while making the remaining programs more flexible to use. Under MAP-21, FTA's Section 5317 and 5310 programs are consolidated. Section 5317, the New Freedom program, goes away with its activities now eligible under FTA's Section 5310 program, the Enhanced Mobility of Seniors and Individuals with Disabilities program (see attached FTA information). The Section 5310 program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Another change under MAP-21 is in allocation of funds. Large urban areas with populations of over 200,000, such as the Portland-Vancouver region, will now receive Section 5310 funds through a formula allocation based on the number of seniors and individuals with disabilities within the region. Prior to MAP-21, states were the direct recipients of 5310 funds. Nationwide, 60% of the Section 5310 funds are now apportioned to urbanized areas over 200,000 population, 20% to states for their urbanized areas of less than 200,000 population, and 20% apportioned to states for rural areas.

MAP-21 requires that the Metropolitan Planning Organization (MPO) initiate a process to designate the recipient of FTA 5310 funds within large metropolitan areas as a first step in a process which requires consultation with local officials and publicly owned operators of public transportation, designation of the funding recipient by the State's Governor and FTA notification of the designated recipient status. Only after these requirements are fulfilled can 5310 funds flow to this region.



U.S. Department of Transportation
Federal Transit Administration

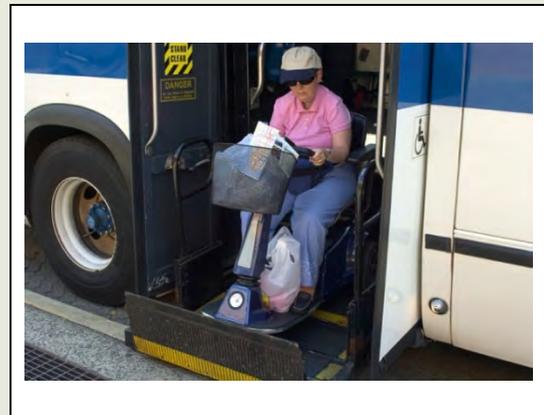


**FACT SHEET:
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
SECTION 5310**

	FY 2013 (in millions)	FY 2014 (in millions)
Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities	\$254.8	\$258.3

Purpose

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.



Statutory References

49 U.S.C. Section 5310 / MAP-21 Section 20009

Eligible Recipients

- States (for all areas under 200,000 in population) and designated recipients.
- Subrecipients: states or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient.

Eligible Activities

- At least 55% of program funds must be used on capital projects that are:
 - 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.
- The remaining 45% may be used for:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - Alternatives to public transportation that assist seniors and individuals with disabilities.

What's New?

- Consolidates New Freedom Program and Elderly and Disabled Program.
- Operating assistance is now available under this program.

Funding

- Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities.
- Federal share for capital projects (including acquisition of public transportation services) is 80%.

(cont.)

Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities

Funding (cont.)

- Federal share for operating assistance is 50%.
- Adopts New Freedom funding allocations:
 - 60% to designated recipients in urbanized areas with a population over 200,000.
 - 20% to states for small urbanized areas.
 - 20% to states for rural areas.

Ongoing Provisions

- Local share may be derived from other federal (non-DOT) transportation sources or the Federal Lands Highways Program under 23 U.S.C. 204 (as in former Section 5310 program).
- Permits designated recipients and states to carry out competitive process to select subrecipients.
- Recipients must certify that projects selected are included in a locally developed, coordinated public transit-human services transportation plan. The plan must undergo a development and approval process that includes seniors and people with disabilities, transportation providers, among others, and is coordinated to the maximum extent possible with transportation services assisted by other federal departments and agencies.
- Permits acquisition of public transportation services as a capital expense.
- Up to 10% of program funds can be used to administer the program, to plan, and to provide technical assistance.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.