



Lincoln Metropolitan Planning Organization

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Enhanced Mobility of Seniors and Individuals with Disabilities Program for the Lincoln Urbanized Area

Discussion: Briefing to the Lincoln MPO Technical Advisory Committee on the status of the Enhanced Mobility of Seniors and Individuals with Disabilities Program for the Lincoln Planning Area

Date: April 10, 2014

Program Information

Moving Ahead for Progress in the 21st Century (MAP-21) Act consolidated the New Freedom and Section 5310 programs into a new program called the “Enhanced Mobility of Seniors and Individuals with Disabilities Program” (Section 5310) – Public Law 112-141, 49 U.S.C 5310.

Objectives:

This program is to provide financial assistance in meeting the transportation needs of elderly persons and persons with disabilities where public transportation services are unavailable, inappropriate or insufficient. The new Section 5310 Enhanced Mobility 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.”

Eligible activities are similar to the previous programs, but now include capital and operating projects such as wheelchair-accessible vehicles, taxi vouchers, travel training on how to use fixed-route transit, volunteer driver programs and operations support. A key new requirement is that MAP-21 requires at least 55 percent of the new Section 5310 Enhanced Mobility program be spent on capital projects, such as the wheelchair-accessible vehicles, and specifically names non-profit organizations as the recommended subrecipient of those grants. As with SAFETEA-LU, operating projects require a 50 percent match, and capital projects require a 20 percent match.

Urbanized Area Apportionments:

The old Section 5310 program under SAFETEA-LU provided a single apportionment to the state. The new Section 5310 Enhanced Mobility program under MAP-21 provides a specific apportionment in all areas - urbanized, small urban, and rural. The Lincoln Urban area is now separate from the statewide funding for rural and small urbanized areas. The Lincoln Urban area is to receive a FY 2013-14 apportionment of \$184,370 for the new Section 5310 Enhanced Mobility program.

Designated Recipient Agency:

According to federal regulations, the Governor of each State designates an agency to administer a program. The Federal Transit Administration (FTA) asks that the MPO initiate the process for designating a 5310 Designated Recipient. The MPO in coordination with Nebraska Department of Roads (NDOR), recommended the NDOR be named as the “designated recipient” for the new Section 5310 Enhanced Mobility program to be administered in the Lincoln urban area.

The designated recipient (NDOR) of the funding is responsible for the solicitation of the Section 5310 Enhanced Mobility program applications, developing the project selection criteria, reviewing the submitted projects for eligibility and ensuring compliance with the FTA requirements of the selected projects. Additional requirements include conducting project audits, oversight and closeout of the projects when they are completed.

Eligibility Requirements**Applicant Eligibility:**

Eligible sub-recipients include private nonprofit organizations and public bodies approved by the State to coordinate services for elderly persons and persons with disabilities and public bodies which certify to the governor that no nonprofit corporations or associations are readily available in an area to provide the service.

Credentials/Documentation:

FTA apportions the funds to the States and large urbanized areas on an annual basis. All projects must be included in the State Transportation Improvement Program (STIP) approved by FTA and FHWA. Compliance with FTA's annual list of Certifications and Assurances is required. Eligible costs must be in accordance with OMB Circular A-87. The state must submit a program of projects listing all subrecipients and projects in accordance with FTA Circular 9070.1E.

Application and Award Process**Preapplication Coordination:**

Preapplication coordination for this program is required. An applicant should consult with the NDOR, Rail and Public Transportation Division, as the official designee and the single point of contact for the Lincoln urban area for more information on the process requirements.

Application Procedures:

Local agencies in the Lincoln urban area will need to submit applications to the NDOR, Rail and Public Transportation Division. NDOR, with the assistance of the Lincoln MPO, will evaluate, select and approve eligible applicants and submit a program of projects to the Federal Transit Administration. The provisions of 49 CFR Part 18 apply to the State and governmental bodies and 49 CFR Part 19 applies to private nonprofit organizations.

Award Procedure:

The Federal Transit Administration approves the program of projects (POPs). An FTA grant award obligating federal funds includes the POPs in a grant agreement with the applicant.

Assistance Consideration

Formula and Matching Requirements:

Matching Requirements: Percent: 80%. The Federal share of eligible capital cost may not exceed 80 percent of the net cost of the activity. The local share of eligible capital cost shall be no less than 20 percent of the net cost of the activity. Funds for this program are allocated among the States and large urbanized areas by a formula which is based on the population of elderly persons and persons with disabilities in each State according to the latest U.S. Census population figures. Grants may be made for no more than 80 percent of the eligible project costs.

MAP-21 allows states eligible for the sliding scale match under FHWA programs to use that match ratio for Section 5310 capital projects. Funds provided under other Federal programs (other than those of the Department of Transportation, with the exception of the Federal Lands Highway Program established by section 204 of Title 23 U.S.C.) may be used as match for capital funds provided under Section 5310.

Length and Time Phasing of Assistance:

Section 5310 program funds are available to the States for three years, which includes the fiscal year in which they were allocated plus two additional years. Any funds not obligated by the end of the period of availability will be redistributed to all the States and large urbanized areas by formula in the succeeding fiscal year.

Regulations, Guidelines, and Literature:

FTA Circular 9070.1F, *The Elderly and Persons with Disabilities Program Guidance and Application Instructions*, dated May 1, 2007. The circular will soon be revised under the Enhancement of Seniors and Individuals with Disabilities Program.

Information and Contacts

Local Contact:

The Governor of Nebraska has identified the Nebraska Department of Roads as the designated agency to administer the Section 5310 program within the Lincoln urban area. The program contacts include the following NDOR staff.

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