

FTA

FEDERAL TRANSIT ADMINISTRATION

Rural and Targeted Populations

Program Overview

Administration for Community Living

*Webinar: Title VI - Transportation in Indian
Country*

July 12, 2017



U.S. Department of Transportation
Federal Transit Administration

Rural and Targeted Populations Program Overview

- 5310 Enhanced Transportation for Seniors and Individuals with a disability
- 5311 Rural Transit Program
- 5311 Tribal Transit Program

Section 5310 Program Is

A *flexible State-managed* program that connects seniors and individuals with disabilities to their communities.



FAST Act Authorized Funding for Section 5310

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

Recipients Defined

5310 Funds are Apportioned to **Recipients**

- **States** are recipients for rural and small urban areas
- **Designated recipients** for large urban areas are chosen by state governors
- Local or state entities **providing public transportation services.**
- **Federally recognized Indian Tribes**

Recipients' Role (continued)

- Solicit applications from potential subrecipients
- Allocate funds to subrecipients on a fair and equitable basis
- Submit an annual program of projects (POP) and grant application to FTA
- Ensure compliance with FTA requirements

Subrecipients

For *Traditional* 5310 projects *

- Federally recognized Indian Tribes
- Private nonprofit organizations
- A state or local government, if
 - 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.

* 55% of a recipient's 5310 allocation must be spent on *traditional* 5310 projects.

Examples of Traditional Section 5310 Projects

Capital Purchases

- Vehicles (i.e., buses, vans, or accessible taxis)
- Approved Vehicle Rehabilitation or Overhaul
- Related Vehicle Equipment (i.e., lifts, ramps, securement devices; etc.)
- Other Capital Equipment Purchases (i.e., communications equipment such as Mobile Data Terminals or Computers; security equipment such as camera systems for vehicles; fare collection systems; etc.)
- Mobility Management
- Cost of Leased or Contracted Services

Examples of “Other” Section 5310 Projects

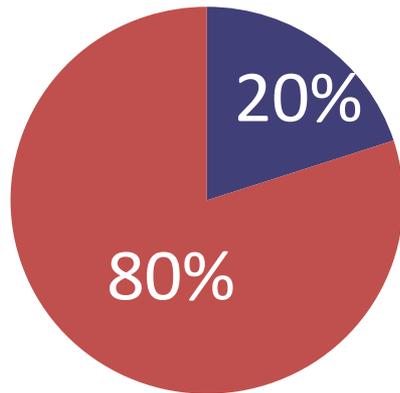
- Mobility Management
- Travel Training
- Curb Cuts
- Sidewalks
- Pedestrian Signals or Other Accessible Features
- Volunteer Driver Programs (Mileage Reimbursement)

Examples of “Other” Projects (continued)

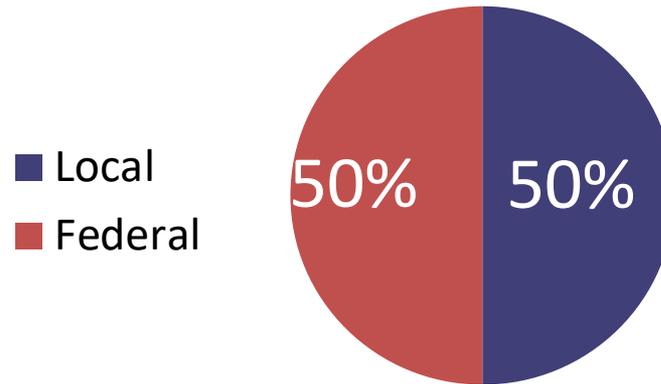
- Costs Directly Tied to Transit Operations
- Administrative Expenses
- Operation of Transportation Brokerages to Coordinate Providers, Funding Agencies, and Passengers
- Development and Operation of One-Call/One-Click Call Centers
- Voucher Programs

Local Match Requirements

Capital Expenses



Operating Expenses



Exceptions:

Vehicle acquisitions to support compliance with the Americans with Disabilities Act (ADA) or the Clean Air Act have an 85% and 90% Federal match, respectively, for vehicle-related equipment and facilities.

Federal-to-Federal Match

- FTA allows for local match to come from other federal programs supporting transportation
- When funds are leveraged in this way, programs can be 100% federally-funded programs



U.S. Department of Health and Human Services (HHS) Match Partnership

The Administration for Community Living (ACL), an Operating Division of HHS allows their Older Americans Act (OAA) Title III B (Supportive Services) federal funds to be used as match for 5310

Programs administered by the Federal Transit Administration (e.g., 5310, 5311, & 5317) now permit applicants to use other sources of Federal funding as match. Does this mean that OAA funds can be used as match?

To maximize flexibility of funding and to enhance services to older adults, Older Americans Act grantees have the option to use Title III B funds to meet the match requirements for programs administered by the Federal Transit Administration (FTA). With this option, the Aging Network is afforded additional opportunities to better meet local transportation needs and further the goals of United We Ride, including providing more rides for the same or fewer assets, facilitating access to services and increasing customer satisfaction.

R2W Demo Grants/5310 Pilot

Program

(ICAM)

- FTA anticipates a Competitive program announcement during FY 2018
- Eligible applicants include: States, Tribes, Designated or Direct Recipients for 5307, 5310 and 5311
- Program Goals:
 - Improve local coordination
 - Establish partnerships between transportation providers
 - Reduce duplication of services
 - Provide new innovative solutions in the State and/or Community

Section 5310 Technical Assistance

To find out more about the NADTC, request technical assistance, or to sign up for the Center's e-News, send an email to: contact@nadtc.org or call (866) 528-6278

Trainings Coming Soon: webinars, online courses, and in-person events



Contact Information

Section 5310 Program

and

**Innovative Coordinated Access and Mobility
(ICAM)**

Program Manager:

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FTA 5311 Program Rural Transit Program

FTA 5311 Program

- The Formula Grants for Rural Areas program provides funds to states to support public transportation in rural areas with populations of less than 50,000
- Provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program
 - NRTAP Technical Assistance Center provides training and technical assistance to 5311 grantees

FTA 5311 Program

- **Eligible recipients-** states and federally recognized Indian Tribes
 - Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service
- **Eligible activities-** planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services

FTA 5311 Program

- **Is there a match required for these funds? Yes**
 - Federal share is 80% for capital projects
 - Federal share is 50% for operating assistance
 - Federal share is 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10% of a recipient's apportionment

FAST Act Authorized Funding For Rural Areas (Section 5311)

(in millions of dollars)

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Formula Grants for Rural Areas	\$552.6	\$564.8	\$577.7	\$591.1	\$604.8
Rural Technical Assistance	\$12.4	\$12.6	\$12.9	\$13.2	\$13.5
Appalachian Formula Program	\$20.0	\$20.0	\$20.0	\$20.0	\$20.0
Tribal Transit Program	\$35.0 M	\$ 35.0	\$35.0	\$35.0	\$35.0
TOTAL	\$620.0	\$632.4	\$645.6	\$659.3	\$673.3

Tribal Transit Program (5311)

FTA Tribal Transit Program

The Fixing America's Surface Transportation Act (FAST Act) (FY 2016-2020)

- Continued the Tribal Transit Program and increased the amount made available....
 - Formula Program : \$30 Million per year
 - Competitive Program: \$5 Million per year
- **TTP now totals \$35 Million per year**

FTA Tribal Transit Program

- **Eligible Applicants**
 - Federally recognized Indian tribes or Alaska Native villages, groups, or communities as identified by the US Dept. of Interior
- **Eligible Projects**
 - Any purpose eligible under Section 5311
 - Capital, Planning, Operating, Job Access and Reverse Commute

FTA Tribal Transit Program

- FTA TTP is composed of two components:
 - **\$30M Formula Program** (Table 10 contains TTP formula allocations)
 - To receive a TTP formula allocation, a tribe must provide public transportation services and report to the National Transit Database (NTD)
 - No match required
 - **\$5M Competitive Program**
 - Funds are available each Fiscal Year through a Notice of Funding Opportunity (NOFO)
 - Ten percent local match required

FY 2017 Tribal Transit Competitive Program

- **FTA solicited proposals for the FY 2017 competitive program funds through a NOFO on January 19, 2017**
 - \$5M made available in FY2017
 - Competition closed on March 20, 2017
 - FTA received 73 proposals requesting \$14.2M
 - Project selections will be announced this summer
- There will be another tribal transit competition next year, likely in early 2018

Contact Information

- **For more information on the 5311 Program and Tribal Transit Program, please contact Elan Flippin at:**
 - **Email: elan.flippin@dot.gov**
 - **Phone: 202-366-3800**

Tap into Resources



[National Center for Mobility Management](#)



[National Aging and Disability Transportation Center](#)



[National Rural Transit Assistance Program](#)



[ACL Transit Planning 4 All](#)



[Shared-Use Mobility Center – Shared Mobility Toolkit](#)



Federal Transit
Administration
www.fta.dot.gov

FTA

FEDERAL TRANSIT ADMINISTRATION



Transportation in Indian Country

Virginia Dize
Program Director, n4a &
Co-Director, NADTC





MISSION: To promote the availability of accessible transportation options that serve the needs of **Older Adults, People with Disabilities, Caregivers and Communities.**

MAJOR OBJECTIVES:

- Person-centered technical assistance and information & referral
- Training: webinars, online courses/forums
- Interactive communication and outreach strategy
- Coordination and partnership strategy, including stakeholder engagement
- Investment in community solutions
- Independent program evaluation



The 'Family' of Transportation Options



- Driving
- Walking/Biking
- Public Transit: Fixed Route, Dial-a-Ride
- Paratransit
- Private Options: Taxi, Uber, Lyft
- Volunteer Driver Programs
- Information and Referral/Assistance ~ “Transportation Options Counseling”
- One-Call/One-Click Transportation Resource Centers
- Travel Training
- Mobility Management

Why Transportation is important in Indian Country

Specific transportation challenges in Rural and Tribal areas (Identified at n4a Annual Conference Senior Mobility Fair, 2014 and by NCST Elder Mobility Advisory Group):

- Long distances/spread out areas
- Lack of infrastructure: bad roads, not enough vehicles
- Lack of options
- Rising operational costs
- Lack of drivers
- Difficulty filling seats
- Multi-week trips to the same destination
- Few volunteers
- Lack of coordination
- Increased isolation of elders without transportation

Why Transportation is important in Indian Country

Transportation was frequently identified as one of the Title VI Program's greatest needs in the 2017 Survey of Title VI Programs. Specific needs include:

- Vehicles
 - Mechanical problems/need for a vehicle mechanic
 - Vehicles past their useful life
 - Need vehicles
 - Need specific types of vehicles, such as a van to transport elders or a truck to deliver meals

- Funding to increase driver hours/more drivers

“Transportation for the elders and homebound meals. Caregiver visits are not able to be done due to lack of transportation.”

Why Transportation is important in Indian Country

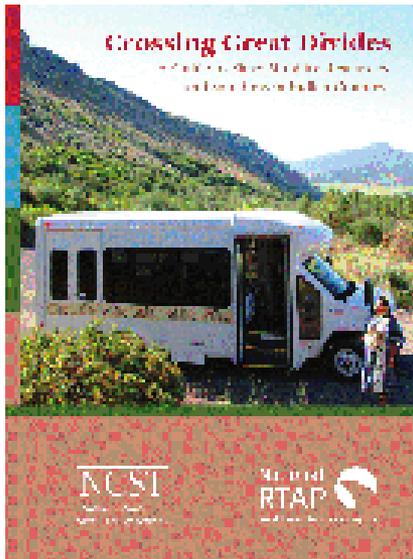
2017 Title VI Survey offers additional insights into transportation challenges:

- Distances the program travels to provide services: Mean 40.8 miles; Median 20 miles; Range 0.5-700 miles
- Transportation in Indian country may be provided by car, SUV, passenger van, ferry/boat, plane, four-wheel drive/ATV, or snow machine
- More than 50% of transportation services to medical appointments & 37% of non-medical transportation is provided with funding other than Title VI
- Non-medical transportation was identified as being an unmet need by 63% of survey respondents

“Transportation is a severe unmet need.”

Resources

Crossing Great Divides



Funding ideas/alternatives to grants

Helping elders reach destinations

Ideas for expanding ridership

Partnerships & collaboration

http://www.nadtc.org/wp-content/uploads/Crossing_Great_Divides-Cover.pdf

What makes a successful program in Indian Country?

Excerpted from the 2017 Title VI Survey: What are you proud of?

- “We are trusted by the elders”
- “Our office is the hub of the community”
- “Knowing each client on a personal level”
- The Senior Program partners with other tribal programs”
- “Being able to serve our elders is one of our cultural traditions”
- “Dedicated staff, regular training, strong community support”

Federal Transit Administration's Technical Assistance Centers

- National Aging & Disability Transportation Center - NADTC
www.nadtc.org
- National Rural Transit Assistance Program – NRTAP
www.nationalrtap.org
- National Center for Mobility Management - NCMM
www.nationalcenterformobilitymanagement.org

Opportunities/Training

- National RTAP Peer Call: Tribal Transit Manager Overview, Thursday, July 13, 2017, 2:30-3:30 PM ET
<https://register.gotowebinar.com/register/4369145131653386754>
- “Increasing Transportation Options in Rural America for Older Adults and People with Disabilities,” Sunday, July 30, 8:30-11:30 AM during the n4a Annual Conference and Tradeshow in Savannah, GA <http://www.n4aconference.org/>
- 3rd National RTAP Technical Assistance Conference on October 29-November 1, 2017 in Omaha, NE
www.nationalrtap.org/conference2017

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