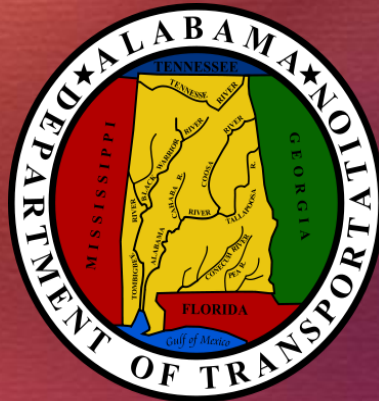


2015 “Guide to Grants”
Funding Seminar
Tuscaloosa, Alabama
June 19, 2015
Alabama Department of
Transportation



ALDOT TRANSIT PROGRAMS

- Section 5307 – Urbanized Area Public Transportation Program
- Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program
- Section 5311 – Non-urbanized Area Public Transportation Program
- Section 5316 - Job Access and Reverse Commute Program
- Section 5317 - New Freedom Program
- Section 5339 Bus and Bus Facilities Program (formerly Section 5309)

Federal Legislation

- Federal Transit Law, as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) was signed into law by President George W. Bush on August 10, 2005.

Required that projects selected for funding under Section 5310, Section 5316, & Section 5317 be derived from a locally developed, coordinated public transit-human services transportation plan.

- The Moving Ahead for Progress in the 21st Century Act (MAP-21) – was signed into law by President Barack Obama on July 6, 2012.

Repealed the Job Access and Reverse Commute (JARC) Program (Section 5316) and merged it with the Urban (Section 5307) and Rural (Section 5311) public transit programs. Also repealed the New Freedom Program (Section 5317) & merged New Freedom into the Section 5310 Program.

Funding

- Federal Transit Administration provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems.
- ALDOT is a direct recipient of federal funds and administers 100% federal pass through funding to support rural and small urban transportation programs in Alabama.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

- Program Overview: Provides federal funding to improve mobility for seniors and individuals with disabilities.
- Section 5310 Program provides funding for:
 - Transportation projects planned, designed, and carried out to meet the special needs of senior and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
 - Transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) of 1990.
 - Transportation projects that improve access to fixed-route services and decrease reliance on Complementary Paratransit; and
 - Alternatives to public transportation projects that assist seniors and individuals with disabilities with transportation.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program continued

- MAP-21 requires that not less than 55 percent of a recipient's Section 5310 funds be available for capital projects that are "traditional" Section 5310 projects. A recipient may use more of its Section 5310 funds for these capital projects, but may not use less.
- Traditional Section 5310 Projects are those specialized transportation capital projects planned, designed, and carried out to meet the needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- MAP-21 allows up to 45% of a recipient's Section 5310 apportionment to be utilized for other eligible capital and operating expenses.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program continued

- Eligible Traditional Capital Projects: Vehicle Acquisition Vehicles, Computer hardware and software purchases, and Purchased Transportation Services.
- Other Eligible Operating & Capital Projects: Voucher Programs, Travel, Training, & Acquisition of Vehicles and Equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under the ADA regulations.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program continued

● ELIGIBLE SUBRECIPIENTS

- Private Non-Profit Organizations;
- Governmental Entities meeting special conditions including those approved to coordinate services for seniors and individuals with disabilities; and
- Operators of public transportation

Section 5316 - Job Access and Reverse Commute Program

- Program Overview: This program was established to address employment related transportation challenges faced by low income individuals as well as those of other individuals commuting from urban areas to the suburbs for employment.
- Section 5316 Program provides funding for:
 - Improving access to transportation services to employment & employment related activities for welfare recipients and eligible low-income individuals;
 - Transporting residents of urbanized areas to the suburbs for employment opportunities.

Section 5316 Job Access and Reverse Commute Program continued

- ELIGIBLE ACTIVITIES

- Capital
- Planning
- Operating

- Eligible projects may include: late-night and weekend services, guaranteed ride home services, marketing, demand-responsive van services, & vehicle acquisition.

Section 5317 New Freedom Program

- Program Overview: This program was established to provide public transportation service alternatives beyond the requirements of the Americans with Disability Act of 1990.
- The New Freedom Program is intended to fill the gaps between human service and public transportation services previously available and to facilitate the integration of individuals with disabilities into the workforce and full participation in the community.

Section 5317 - New Freedom Program continued

● ELIGIBLE SUBRECIPIENTS

- Private Non-Profit Organizations;
- State or Local governmental entities; and
- Operators of public transportation services, including private operators of public transportation services.

Section 5317 New Freedom Program continued

- ELIGIBLE ACTIVITIES

- Capital

- Operating

- Eligible projects may include: enhancement of paratransit services, feeder services, mobility management, voucher programs and vehicle procurement.

Federal/Local Match Requirements for Sections 5310, 5316, and 5317 Programs

- The federal share of eligible capital costs is 80 percent; local share is 20 percent.
- The federal share of the eligible operating costs may not exceed 50 percent of the net operating costs. Local share is 50 percent of the net cost after deducting fares.

QUESTIONS???

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