

49 U.S.C. SECTION 5310 PROGRAM FACT SHEET

PROGRAM PURPOSE

Provide capital grants for the purpose of meeting the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient or inappropriate.

FUNDS AVAILABLE:

- Approximately \$12 million in Federal funds is available annually
- Applicants receive up to 88.53% in federal funds and must provide at least 11.47% in local match

ELIGIBLE APPLICANTS:

- Private, non-profit corporations
- Public agencies where no private non-profits are readily available to provide the proposed service
- Public agencies that have been approved by the State to coordinate services for elderly persons and persons with disabilities

ELIGIBLE CAPITAL EXPENSES:

- Accessible vans and buses
- Communication equipment
- Computer equipment
- Mobility Management

SERVICE ELIGIBILITY:

Services to be provided must serve the transportation needs of elderly persons and persons with disabilities.

APPLICANT ABILITY:

- Be able to document adequate financial capacity to provide local 11.47% match and operating support
- Be able to document adequate service stability to own, operate and insure equipment requested
- Be able to document knowledge of providing safe and effective transportation services

PROJECT ELIGIBILITY:

Applicant must have management oversight and control over the operations and service of the equipment. Application can provide sufficient justification and provide documentation that alternative transportation services are unavailable, insufficient or inappropriate to meet the agency's transportation needs. Vehicle(s) must provide a minimum of 20 hours of service per week. The 20 hours per week minimum can be met by the applicant alone or in coordination with another agency(ies) for eligible service. Projects must be derived from a locally-developed coordinated plan.

COORDINATED PLANNING REQUIREMENTS:

Designated recipients must certify annually that projects selected were derived from a locally developed, coordinated public transit-human services transportation plan and that the plan was developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.

The required elements for the coordinated plan are:

- An assessment of available services that identifies current transportation providers
- An assessment of transportation needs for elderly and disabled persons
- Strategies, activities and/or projects to address the identified gaps in services and needs
- Priorities for implementation based on resources, time and feasibility for implementing strategies

VEHICLE REPLACEMENT ELIGIBILITY:

Vehicle(s) must be in active service. Active service is defined as a vehicle providing service throughout the agency's normal days and hours of operation. The van(s), which are proposed to be replaced will be at least four years old or will have at least 100,000 miles at the time of application. The bus(es), which is proposed to be replaced, will be at least seven years old or will have at least 200,000 miles at the time of application. If the active vehicle(s) in your fleet proposed for replacement does not meet the useful life standards stated above, you must be able to document the major component problems (excessive maintenance) at time of application.

SERVICE EXPANSION ELIGIBILITY:

Applicant must be able to document that the proposed service will provide:

- transportation services to additional persons
- will expand the service area or hours
- will increase the number and/or frequency of trips

FUNDING SELECTION PROCESS:

Regional Evaluation Committees and the State Review Committee score applications using established evaluation criteria approved by the California Transportation Commission (CTC). The CTC holds public hearing and adopts a Program of Projects. Project scores are compiled to generate a single statewide list. Projects are funded in score order until all available funds are expended.

PROGRAM REQUIREMENTS:

Successful applicants enter into a project agreement with Caltrans that stipulates the terms and conditions under which the equipment must be procured and operated. The agreement remains in effect until the project is terminated and formal disposition of the equipment has been made. Equipment purchased with Section 5310 grant funds must be used only for the purpose for which it is granted. Section 5310 grantee agencies are required to furnish quarterly reports on the use of their Section 5310 equipment. Caltrans conducts biennial on-site inspections to verify the condition and appropriate use of the equipment. Grantees are responsible for the proper use and maintenance of all project equipment. All vehicles and related equipment are to be covered by insurance at all times. Grantees must be prepared to comply with the requirements of the Department of Motor Vehicle regulations enforced by the California Highway Patrol.

MOBILITY MANAGEMENT:

Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. These activities may include:

- The promotion, enhancement and facilitation of access to transportation services
- Support for short term management activities to plan and implement coordinated services
- Support of State and local coordination policy boards and councils
- Operation of transportation brokerages
- The provision of coordination services, including TMO's and HSO's in relation to navigator systems
- The development and operation of one-stop transportation traveler call centers to coordinate services
- Operational planning for the acquisition of ITS tools

PROGRAM MEASURES:

The two measures established for the Section 5310 program are:

Gaps in Service Filled: Provision of transportation options that would not otherwise be available for older adults and individuals with disabilities measured in numbers of older adults and individuals with disabilities afforded mobility they would not have without program support.

Ridership: Actual or estimated number of rides as measured by one-way trips, that are provided annually for Section 5310 clients.

AVERAGE YEARLY VEHICLE MAINTENANCE COST:

Depending on size of vehicle, maintenance costs may be as low as \$3,000 to as high as \$14,000 yearly. The average cost for yearly maintenance for a vehicle is estimated at \$8,500. These costs are borne by the grant recipient.

PROGRAM HISTORY:

Since the program's inception in 1975, approximately 500 agencies have received over 5,000 vehicles statewide, serving a variety of client groups and programs ranging from small agencies with specific clientele (e.g. dialysis and AIDS patients) to large providers serving an entire community. Each year funding is requested through the Section 5310 grant program at a rate of two times the available allocation.