



FTA 5310 PROGRAM DETAILS

LOCAL AREA SUMMARY

FUNDING

The federal funding amount available for this year’s 5310 program is made up of money from the Federal Fiscal Years (FFY) 2021 (\$436,945) and 2022 (\$640,199).

The program timeline for this year’s funding is July 1, 2021 - June 30, 2023.

There is no minimum cost for projects submitted and no cap on the number of project applications submitted. Below is a breakdown of the currently available funding:

Traditional Capital Project (55% must be spent in this category)	\$594,430
WAMPO and Wichita Transit Administrative Funds (10%)	\$107,714
Remaining Project Funding	\$377,000
Total	\$1,077,144

DIRECT COSTS (MATCHES & FEES)

The 5310 program is a cost-reimbursement program, as opposed to a standard grant fixed-amount award. All projects will require some level of matching funds. The Section 5310 Program is unique in that it is permitted to match federal funds with federal funds, provided that those funds do not originate from the Department of Transportation. The required matching funds for different types of projects are as follows:

- Capital Projects: 20 percent of total project cost (i.e., federal funds may not exceed 80 percent of the total award), except in the case where:
 - the acquisition of vehicles is for the purposes of complying with the Americans with Disabilities Act (ADA) or the Clean Air Act (CAA), in which case the federal share may be increased to 85 percent (i.e., a revenue vehicle that complies with 49 CFR part 38 may be funded at 85-percent federal share).
 - the vehicle-related equipment or facilities (including clean fuel or alternative fuel vehicle-related equipment or facilities) is being purchased for the purposes of complying or maintaining compliance with the CAA or ADA, in which case the incremental cost of the equipment required by ADA or CAA may be funded up to 90-percent with 5310 funds. FTA considers vehicle-related equipment to be equipment on and attached to the vehicle.
- Operations Projects: 50 percent of total project cost (i.e., federal funds may not exceed 50 percent of the total award)

MATCHING REQUIREMENTS

Federal funds for capital may not exceed 80 percent of the total project costs (20 percent local match). Operating assistance may not exceed 50 percent of the total operating costs (50 percent local match). Please be advised that all of the local share must be provided from sources other than federal DOT funds.

Some examples of sources of local match, which may be used for any, or the entire local share include:

- » State or local appropriations
- » Other non-DOT federal funds
- » Dedicated tax revenues
- » Private donations
- » Revenue from human service contracts
- » Net income generated from advertising and concessions

ELIGIBLE USE OF FUNDS

Both traditional and other 5310 projects must be targeted toward meeting the transportation needs of seniors and individuals with disabilities, although they may be used by the public.

It is not sufficient to simply include seniors and individuals with disabilities. Projects should meet the specific needs of seniors and individuals with disabilities. The eligible project categories are “Traditional Capital” Projects and “Non-Traditional Other” Projects.

Nonprofits that are requesting a project that is eligible under BOTH Traditional and Non-traditional projects would find the most benefit in submitting their project under the “Traditional” category.

Eligible sub-recipients for **TRADITIONAL CAPITAL** project funding are:

- Private nonprofit organizations
- State and local governmental authorities that are:
 - (1) approved by the state to coordinate services for seniors and individuals with disabilities; or
 - (2) Can certify that there are no nonprofit organizations readily available to provide the service.

Traditional 5310 projects are capital projects meant to meet the needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate.

****Please see the following notes for additional detail regarding certain Traditional projects not explicitly communicated on the application:**

- » Acquisition of transportation services under a contract, lease, or other arrangements. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement.
- » Capital activities (e.g., acquisition of rolling stock and related activities, acquisition of services, etc.) to support ADA-complementary paratransit service may qualify toward the 55% traditional category, so long as the service is provided by an eligible applicant and is included in the local Coordinated Plan.

- » Projects that support mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

Eligible sub-recipients for **NON-TRADITIONAL OTHER** project funding are:

- » Private nonprofit organizations
- » State and local governments
- » Private operators of public transportation, including taxi operators that provide shared ride services to the public

Non-Traditional Other funding may be utilized for projects that:

- » Public transportation projects (capital only) planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable
- » Public transportation projects (capital and operating) that exceed the requirements of the ADA
- » Public transportation projects (capital and operating) that improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service
- » Alternatives to public transportation (capital and operating) that assist seniors and individuals with disabilities with transportation

For explicit information about project eligibility, review the FTA Section 5310 Program Circular (C 9070.1G), pages III-9 through III-15. A copy of the Circular may be downloaded at www.wampo.org/wampo-5310 or found by copying/pasting the following https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C9070_1G_FINAL_circular_4-20-15%281%29.pdf into a web browser.

CIVIL RIGHTS COMPLIANCE REQUIREMENTS

This section outlines the non-discriminatory requirements that are a condition of receiving federal funding. The designated recipient, Wichita Transit, and all sub-recipients will be subject to Civil Rights statutes and regulations.

Sub-recipients will be required to certify that they do not discriminate on the basis of race, color, religion, national origin, sex, age, and disability. This certification will be part of the sub-recipient contracts. Sub-recipients will also be required to comply with Title VI of the Civil Rights Act of 1964, Equal Employment Opportunity requirements of Title VII of the Civil Rights Act of 1964, and the Disadvantaged Business Enterprise Program. For more guidance on the civil rights compliance requirements review:

- » Wichita Urbanized Area PMP (pages 23 to 24)
- » FTA Circular C 9070.1G (pages VIII-4 to VIII-8)

COMPLIANCE SUPPORT

Please be advised, the designated recipient (Wichita Transit) is always willing to assist in developing the required Title VI documents that are a condition of receiving federal funds. This assistance includes data analysis, translation service support, document review, and support in developing meaningful public involvement opportunities and access for individuals with limited English proficiency. For more information contact, Wichita Transit at 316-265-7221.