



Serving the Governments and Municipalities of Blount, Chilton, Jefferson, Shelby, St. Clair, and Walker

REQUEST FOR PROJECTS

Enhanced Mobility for Seniors and Individuals with Disabilities (FTA Section 5310)

- January 13, 2017 Request for Projects
- January 24, 2017 Grant Application Workshop, 9:00 am at RPCGB
Two 20th St N, Suite 1200, Birmingham
This workshop is not mandatory, but is recommended.
- February 13, 2017 Grant applications due at 12:00 p.m. (noon) CST**
- March 2017 BJCTA Review Committee meets and makes funding recommendations
- March 2017 MPO committees review recommendations and submit to MPO Board
- April 2017 MPO Board reviews recommendations and approves projects for funding
(MPO meeting dates are subject to be rescheduled.)

Before completing the application, please read all of the Instructions to determine eligibility and understand the requirements.

SUBMISSION: Please remit the completed application and required documentation to:

Stephanie Walker at swalker@bjcta.org
(Scanned copies of signature pages and attachments must be included)

QUESTIONS: Questions about the application should be directed to:

Laurel Land at 205-264-8473 or l.land@rpcgb.org.

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INSTRUCTIONS

PROGRAM DESCRIPTION

The Enhanced Mobility for Seniors and Individuals with Disabilities (FTA Section 5310) 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. Financial assistance provided under this grant must be in accordance with this goal.

ELIGIBLE RECIPIENTS

The following types of agencies are eligible to apply for 5310 funding:

- a private non-profit organization; or
- a state or local governmental authority that:
 - (a) is approved by a state to coordinate services for seniors and individuals with disabilities; or
 - (b) certifies that there are no non-profit organizations readily available in the area to provide the service.

Only applicants whose projects serve the designated urbanized area are eligible to apply. This means that there is either an origin or destination located within the urban area boundary.

ELIGIBLE PROJECTS

Birmingham urbanized area 5310 funds are ONLY eligible for capital costs, as outlined below. Projects must be targeted toward meeting the transportation needs of seniors and individuals with disabilities, although the services may also be used by the general public. It is not sufficient that seniors and individuals with disabilities are included (or assumed to be included) among the people who will benefit from the project. FTA encourages projects that are open to the public as a means of avoiding unnecessary segregation of services.

Examples of capital expenses include, but are not limited to:

1. Rolling Stock and Related Activities
 - a. Acquisition of expansion or replacement buses or vans, and related procurement, testing, inspection, and acceptance costs;
 - b. Vehicle rehabilitation or overhaul;
 - c. Preventive maintenance, as defined in the National Transit Database (NTD);
 - d. Radios, telephones and/or communication equipment; and
 - e. Vehicle wheelchair lifts, ramps, and securement devices.
2. Passenger Facilities
 - a. Purchase and installation of benches, shelters and other passenger amenities.
3. Support Facilities and Equipment
 - a. Extended warranties that do not exceed the industry standard;
 - b. Computer hardware and software;
 - c. Transit related intelligent transportation systems (ITS);
 - d. Dispatch systems; and
 - e. Fare collection systems.

4. Lease of equipment when lease is more cost effective than purchase. Note that when lease of equipment or facilities is treated as a capital expense, the recipient must establish criteria for determining cost effectiveness in accordance with FTA regulations, "Capital Leases," 49 CFR part 639 and OMB Circular A-94, which provides the necessary discount factors and formulas for applying the same.
5. Acquisition of transportation services under a contract, lease, or other arrangement. This may include acquisition of ADA-complementary paratransit services when provided by an eligible recipient or subrecipient. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized I 39 U.S.C. 5310(b)(4) is limited to the Section 5310 program.
6. Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a nonprofit agency could receive Section 5310 funding to support the administrative costs of sharing services it provides to its own clientele with other seniors and/or individuals with disabilities and coordinate usage of vehicles with other nonprofits, but not the operating costs of service. 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. Mobility management activities may include:
 - a. The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals;
 - b. Support for short-term management activities to plan and implement coordinated services;
 - c. The support of state and local coordination policy bodies and councils;
 - d. The operation of transportation brokerages to coordinate providers, funding agencies, and passengers;
 - e. The provision of coordination services, including employer-oriented transportation management organizations' and human service organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
 - f. The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
 - g. Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of geographic information systems (GIS) mapping, global positioning system technology, coordinated vehicle scheduling, dispatching and monitoring technologies, as well as technologies to track costs and billing in a coordinated system, and single smart customer payment systems. (Acquisition of technology is also eligible as a standalone capital expense).

LOCAL MATCH

Project sponsors are required to match the federal share of eligible expenses. The local match is 20 percent.

All local match must be provided from sources other than U.S. Department of Transportation. Possible match sources include:

- State or local appropriations
- Other non-Department of Transportation federal funds that are eligible for transportation expenditures
- Tax revenues
- Private donations
- Revenues from human service contracts
- Toll revenue credits
- Net income generated from advertising and concessions
- Non-cash share such as donations, volunteered services, or other in-kind contributions, as long as the value of each is documented and supported, AND is a cost that would otherwise be eligible under the program
- Income from contracts to provide human service transportation

The local share of the total project cost may come from non-Department of Transportation funds derived from other federal programs that are eligible to be expended for transportation purposes. Examples of such funds are:

- Temporary Assistance for Needy Families (TANF)
- Medicaid
- Employment training programs
- Rehabilitation Services
- Administration on Aging

Exceptions

The federal share may exceed 80 percent for certain projects related to ADA and CAA compliance as follows:

1. *Vehicles.* The federal share is 85 percent for the acquisition of vehicles for purposes of complying with or maintaining compliance with ADA, 42 U.S.C. 12101 et seq or the Clean Air Act. A revenue vehicle that complies with 49 CFR part 38 may be funded at 85 percent federal share.
2. *Vehicle-Related Equipment and Facilities.* The federal share for project costs for acquiring vehicle-related equipment or facilities (including clean-fuel or alternative-fuel vehicle-related equipment or facilities) for purposes of complying or maintaining compliance with the Clean Air Act (CAA), 42 U.S.C. 7401 et seq), or required by the ADA, is 90 percent. FTA considers vehicle-related equipment to be equipment on and attached to the vehicle.

Sponsors wishing to apply for assistance at the higher match ratio should consult Alabama Partners for Clean Air and the FTA Region IV office for guidance regarding computation. This step must be completed prior to submitting an application in response to this Request for Projects.

EVALUATION CRITERIA

If the proposed project is deemed eligible and in compliance with the Human Services Coordinated Transportation Plan (HSCTP), the following criteria will be used to evaluate and select for funding.

Category	Description	Points
Application	Completion, accuracy, and reasonableness of responses to questions	20
Organization	The agency's stability, experience, record of past performance and ability to deliver proposed service(s)	20
Compliance	The extent to which the project complies with the grant regulations and benefits the general public	20
Value	The value of the project and area served, when compared with other applications for this grant. (This is comparative; applications cannot receive the same score.)	20
Coordination	The extent to which the project involves more than one organization sharing resources	20
TOTAL		100

		Bonus Points
Applicant	If the applicant has never received an FTA 5310, 5316, or 5317 grant award from the BJCTA	10
	or	or
	If the applicant has not received an FTA 5310, 5316, or 5317 grant award from the BJCTA in the past three (3) years	5
TOTAL MAXIMUM		110

FUNDING CRITERIA

To receive funding under the Enhanced Mobility for Seniors and Individuals with Disabilities program (5310), projects must identify compliance with the 2015 Update of the HSCTP, specifically the Goals, Standards for Funding, and Strategies sections, incorporated below. The entire document may be viewed at: www.rpcgb.org/transportation/transit.

GOALS

Obviously, all human service coordinated transportation plans should strive to improve coordination, even if that goal seems lofty and unattainable. Not having coordination as a goal defeats the purpose of the plan and any associated funding. Additional goals specified herein are intended to be supportive of coordination and lay the foundation for that ultimate goal.

Goal 1

Coordinate transportation within and across boundary lines

Coordination of regional transportation eliminates jurisdictional boundaries and seeks to provide quality service for its patrons. Multiple transportation providers or programs with different purposes, qualifications, and boundaries cause trips to be confusing, lengthy, inefficient, and sometimes impossible.

Goal 2

Improve efficiencies by sharing resources and using collective purchasing power

Pooling resources allows greater accessibility for more people and improved efficiencies. Sharing personnel resources, as well as physical resources such as garages and maintenance facilities, will lower the cost of providing human service transportation.

Goal 3

Increase availability of service, including expansion of capacity, service area, days/hours of service, and accessibility (sidewalks, ramps, etc.)

Increased availability and accessibility of transportation allows more people to travel for more trip purposes. Accessibility includes capital improvements, such as sidewalks, ramps, and bridges, as well as travel training, which enable people to walk or use mobility devices to access public transportation.

Goal 4

Increase public awareness of mobility options and funding

In the Greater Birmingham area, more usage means more efficiency, and choice/competition encourages quality of transportation services. Public education of transportation options and funding should be an ongoing process.

STANDARDS FOR FUNDING

The RPCGB, in cooperation with the Birmingham-Jefferson County Transit Authority (BJCTA), has the responsibility of initiating the competitive process for funding projects under FTA's Section 5310 program, Enhanced Mobility for Seniors and Individuals with Disabilities. The following standards will guide approval for project funding in the six-county Greater Birmingham region.

1. All projects must seek to address service barriers and conform to or be harmonious with one or more of the plan goals stated above.
2. All applications for funding must (1) provide service to a broad range of people; (2) expand service area, days, or hours of operation; and/or (3) coordinate with another agency for provision of service. Coordination may include contracts for fuel, insurance, drivers, etc.
3. In the Greater Birmingham region, only nonprofit or government agencies will be eligible to initiate a voucher program. Most agencies have specialized functions and clients must be deemed eligible to receive agency services. Therefore, certification of eligibility and validation of trips can be conducted most efficiently and without duplication through participating agencies.
4. All applicants must identify a secure source for matching funds.
5. Applicants requesting vehicles will be required to have a minimum of one lift-equipped vehicle or ten percent of their fleet, whichever is greater.
6. All agencies that receive funding to purchase vehicles must participate in efforts to coordinate the use of the vehicle(s) during down times and in emergency situations.

STRATEGIES

The following strategies will be used to address the transportation needs and barriers indicated above.

1. Enforce Standards for Funding for FTA Section 5310. This means that only those applications requesting capital equipment for projects that serve a broad range of people, expand service area, hours, and/or days of operation, and/or engage in coordinated contracts will be funded.
2. Explore options for developing and/or expanding public transit along corridors identified as having high transit potential. This can be done, in part, through alternatives analysis studies.
3. Work with rural counties to coordinate services across county lines.
4. Assist the Birmingham-Jefferson County Transit Authority in service development and route adjustment.
5. Continue to work with various groups to develop ways to expand services. In the urbanized area, this may include specialized service, express buses, and bus rapid transit.
6. Begin a public awareness campaign regarding available services and advocate for designation of funding.
7. Work with special interest groups, e.g., veterans, career centers, aging services, to identify and reduce duplication of services.
8. Continue working with employers to participate in CommuteSmart, the local ridesharing program.
9. Work toward development of a central call center (for Jefferson and Shelby).
10. Form volunteer programs to provide transportation services.
11. Look for partners to promote the benefits of public transportation services.
12. At a minimum under FTA Section 5310, sustain current levels of service, including vehicle replacement, where appropriate.
13. Other strategies or proposed projects not listed herein will be considered for funding if they demonstrate concurrence with stated Goals and movement toward resolution of Needs and/or Barriers.