



December 2, 2021

Dear Sponsor,

On November 8, 2021, the Transportation Policy Board of the Capital Area Metropolitan Planning Organization approved the allocation of Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 funding as recommended in the attached Resolution and Recommendation Report.

If you have not already, the next steps will be for you to reach out and coordinate with the designated recipient and program manager [Alex Lorio](#) at Capital Metro to begin work on your sub-recipient agreement regarding the grant funding.

We appreciate everyone's time and effort regarding the evaluation and award process and are excited to help further the goals of the FTA 5310 program and enhancing the mobility of seniors and individuals with disabilities in the Austin area.

If you have any questions about the process, award or next steps please let me know.

Sincerely,

A handwritten signature in black ink, reading "Ryan C. Collins". The signature is written in a cursive, flowing style.

Ryan Collins
Short Range Planning Manager
Capital Area Metropolitan Planning Organization

CC: Transportation Policy Board
 Mr. Ashby Johnson, CAMPO
 Mr. Chad McKeown, CAMPO
 Mr. Alex Lorio, Capital Metro
 Ms. Melanie Capesius, Capital Metro

Attachments: Resolution 2021-11-6

FTA 5310 Recommendation Report



Resolution 2021-11-6

Acknowledging the Transportation Policy Board's Approval of the Recommendation for Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310) Funding

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, The Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 program is intended to enhance mobility for seniors and person with disabilities by providing funds for programs to serve the special needs of transit-dependent populations; and

WHEREAS, the Capital Metropolitan Transportation Authority (Capital Metro) serves as the designated recipient of FTA Section 5310 Funds in the Austin Urbanized Area and serves as the program administrator; and

WHEREAS, sub-recipients of the 5310 funds are selected by the Capital Area Metropolitan Planning Organization (CAMPO) through a competitive process; and

WHEREAS, CAMPO issued a project call to allocate up to \$2,108,585 in FTA Section 5310 funding in which 12 sponsors submitted applications requesting over \$13,039,496 in funds; and

WHEREAS, the project applications were evaluated, scored and ranked according to the approved process and criteria with the resulting recommendation for funding compiled in the Recommendation Report; and

WHEREAS, the results of the process and have led to the recommendation of \$1,036,827 in traditional funding for capital projects and \$1,008,395 in funding for operational activities as listed in the Recommendation Report; and

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Board hereby votes to award \$1,036,827 in traditional funding for capital projects and \$1,008,395 in funding for operational activities to the project sponsors as listed in the Recommendation Report as reflected in this Resolution; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion votes to award \$1,036,827 in traditional funding for capital projects and \$1,008,395 in funding for operational activities to the project sponsors as listed in the Recommendation Report as reflected in this resolution was made on November 8, 2021 by Mayor Jane Hughson duly seconded by Council Member Rudy Metayer.

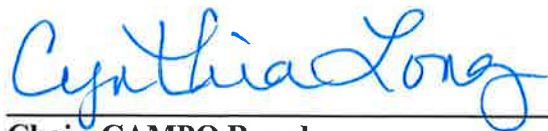
Ayes: Commissioner Cynthia Long (Proxy for Commissioner Clara Beckett), Council Member Alison Alter, Council Member Paige Ellis (Proxy for Mayor Pro Tem Natasha Harper-Madison), Council Member Ann Kitchen, Mr. Tucker Ferguson, P.E., Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Travis Mitchell, Mayor Craig Morgan, Judge James Oakley, Council Member Amy Pattillo, Mayor Josh Schroeder, Mayor Christine Sederquist (Proxy for Mayor Corbin Van Arsdale), and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Judge Andy Brown (Proxy for Commissioner Jeffrey Travillion)

SIGNED this 8th day of November 2021.



Chair, CAMPO Board

Attest:



Executive Director, CAMPO

Federal Transit Administration (FTA)

Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Program

Recommendation Report

2021



Background

The Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 program is intended to enhance mobility for seniors and person 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.

The Capital Metropolitan Transportation Authority (Capital Metro) serves as the designated recipient of FTA Section 5310 Funds in the Austin Urbanized Area and serves as the program administrator. Recipients of the grant funding are selected by the Capital Area Metropolitan Planning Organization (CAMPO) through a competitive process. Selected applicants enter into a grant agreement with Capital Metro and become subrecipients for these funds. These grant agreements outline federal, state, and local requirements related to project administration and reporting and vary depending on the type of funding, project proposed, agency, and other factors.

The Section 5310 program is a reimbursable grant program, where the selected sub-recipients incur expenses and are reimbursed through the program until the federal award is exhausted. Because of this, sub-recipients must have sufficient funds available to incur program expenses. Information regarding requirements and reimbursement rates linked in the additional resources section of this document.

Summary

The Capital Area Metropolitan Planning Organization (CAMPO) solicited project proposals from eligible entities for the FTA 5310 program through a competitive selection process. The project call will allocate up to \$2,108,585 in funding to eligible projects with no less than \$1,100,190 to be allocated to traditional capital projects and no more than \$1,008,395 to be allocated for other eligible projects and operating expenses. Applicants were required to complete an online application with the requested information by 5:00 P.M. Central on August 13, 2021 to be considered for funding.

Applications were initially evaluated to determine eligibility including a review of the project location, sponsor, and project activities. The review also included a readiness evaluation to ensure sponsors and their program or services are adequately prepared to receive federal funding. Projects that were determined to be eligible and ready were then evaluated by each member of the technical review committee based on the information provided in the application and in supporting documentation using the approved criteria.

The projects were then ranked by their final scores and recommended from the top-ranked down until funding was exhausted or the committee was unable to recommend due to eligibility concerns identified after the initial review, funding availability considerations in the context of the request, or project concerns reflected by the application scores. Additionally, funding requests and activities are recommended under the eligible funding category regardless of funding type requested.

After scoring and ranking, staff is recommending \$1,036,827 in traditional funding for capital projects and \$1,008,395 in funding for operational activities. The recommendation fully exhausts the funding available in the operational category, however \$63,312 in traditional capital funding remains available and will be rolled into the next funding call unless otherwise directed by the Transportation Policy Board.

Recommendation

FTA 5310 Program Recommendation						
Sponsor	Project	Traditional	Operational	Total	Score	Award
Bluebonnet Trails	Senior Transportation Service	\$295,320	\$0	\$295,320	95.00	\$295,320
Senior Access	Senior Mobility Management	\$174,000	\$200,000	\$374,000	86.00	\$374,000
Faith in Action Georgetown	Senior Connect	\$359,737	\$71,558	\$431,295	81.00	\$431,295
Drive a Senior (Central Texas)	On the Road Again	\$93,770	\$316,230	\$410,000	80.00	\$410,000
Drive a Senior (Austin, TX)	Equitable Access for Seniors	\$114,000	\$139,625	\$253,625	75.00	\$253,625
AGE of Central Texas	Transportation for Cognitively Disabled Older Adults in Central Texas	\$0	\$125,500	\$125,500	72.00	\$125,500
City of Austin (PARD)	Senior Transportation Program	\$0	\$230,000	\$230,000	70.00	\$155,482
Pearl Transit Corp.	24 Hour Transit Service for Seniors and People with Disabilities	\$0	\$263,054	\$263,054	59.00	\$0
Movability Inc.	Get There Central Texas Enhancement Project	\$150,000	\$0	\$150,000	56.00	\$0
ARCIL, Inc.	Travel Services Project	\$0	\$206,002	\$206,002	37.00	\$0
Mary Lee Foundation	Ensuring Mobility of Seniors and People with Disabilities	\$66,200	\$34,500	\$100,700	33.00	\$0
City of Bastrop	Old Iron Bridge Rehabilitation	\$10,200,000	\$0	\$10,200,000	N/A	\$0
Total		\$11,453,027	\$1,586,469	\$13,039,496		\$2,045,222

Summary			
	Traditional	Operational	Total
Total Requested	\$11,453,027	\$1,586,469	\$13,039,496
Maximum Available	\$1,100,190	\$1,008,395	\$2,108,585
Total Recommended	\$1,036,827	\$1,008,395	\$2,045,222
Rollover	\$63,363	\$0	\$63,363

Projects that are not scored or scored but not recommended for the remaining partial funding is due to eligibility determinations, funding and availability considerations, or scores.

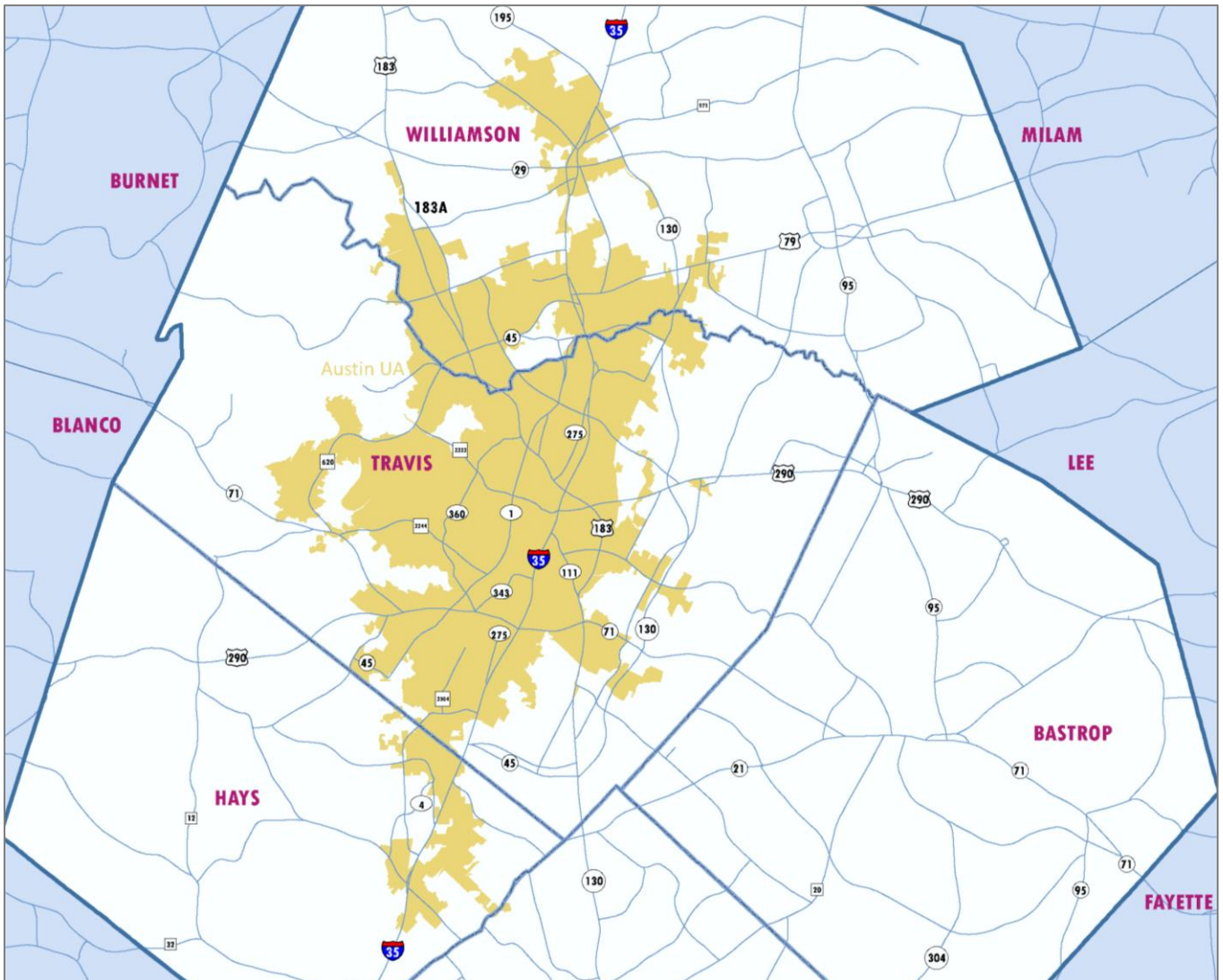
Full Award

Partial Award

No Award

Eligible Locations

Projects and activities must serve the Austin Urbanized Area identified in yellow below:



Eligible Applicants

Only certain organizations are eligible for FTA Section 5310 funding which is dependent on the type of project being submitted for potential funding. Below are the eligible entities as specified by the project type and activities.

Traditional Capital Projects

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

Other Capital and Operating Projects

- A state or local government authority
- A private non-profit organization
- An operator of public transportation that receives a FTA Section 5310 grant indirectly through a recipient

Eligible Activities

The FTA Section 5310 program provides federal funding for both capital and operating expenses to support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities. Below are the general eligible activities for both traditional capital and other project types.

Traditional Capital Projects

1. Rolling stock and related activities for FTA Section 5310-funded vehicles
2. Passenger facilities related to FTA Section 5310-funded vehicles
3. Support facilities and equipment for FTA Section 5310-funded vehicles.
4. Lease of equipment when lease is more cost effective than purchase.
5. Acquisition of transportation services under a contract, lease, or other arrangement.
6. Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.
7. Capital activities to support ADA-complementary paratransit service.

Other Eligible Capital and Operating Expenses

1. Public transportation projects that exceed the requirements of the ADA.
2. Public transportation projects that improve accessibility.
3. Public transportation alternatives that assist seniors and individuals with disabilities with transportation.
4. Operating assistance.

For detailed information on the activities listed please refer to Chapter 3 in the FTA Guidance which is linked in the Resources section of this document.

Readiness Evaluation

Sponsors and projects were evaluated for readiness including a review of the budget, timeline, and ability of the sponsor to execute projects in a timely manner. Sponsors were required to provide the materials below with sufficient detail to accurately describe the project, expenditures, and timeline in order to move forward in the evaluation process.

Budget

Sponsors must submit a full and detailed budget for the funding request. At a minimum for each line item in the budget, sponsors must provide an item description, quantity, unit cost, and total cost. Additional documentation must be provided to support the budget and funding request including, but not limited to, operation cost information, engineering estimates for capital projects, and vendor estimates for vehicle purchase orders. Sponsors may use their own budget templates as long as they contain the required information and are clear to understand, however a basic template is available on the project call website.

Timeline

Sponsors must provide a detailed timeline of the program or services to be provided through the funding program with a schedule of activities and anticipated expenditures.

Good-Standing

Sponsors must be in good standing with the Federal Transit Administration, the designated recipient Capital Metro, and the Capital Area Metropolitan Planning Organization. Sponsor's program history will be evaluated including a review for any significant unexpended out-standing balances on previous funding awards. Sponsors that have never received 5310 funding will be evaluated based on demonstrated success with similar funding programs.

Scoring Criteria

Sponsors and projects that demonstrated readiness were evaluated by the scoring criteria below. The points are awarded based on the information provided in the applications and the supporting materials used to verify the responses. Indicated points are the maximum available per criterion.

Benefit (20 Points)

Sponsors must demonstrate how their project or program improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.

Program Sustainability (5 Points)

Sponsors must demonstrate the overall stability of the transportation program or service by providing evidence of long-term sustainability and support including any additional funding outside of the 5310 program, age of the program or service, and a demonstrated record of continual operations.

Program Experience (5 Points)

Sponsors must demonstrate experience with federal funding grant programs including but not limited to experience with the 5310 program and federal transportation reimbursement grants. Other funding and grants management experience will be considered as appropriate.

Coordination and Partnerships (5 Points)

Sponsors must demonstrate regional coordination efforts and official partnerships that enhance the transportation system in the region by providing information on coordination efforts, official agreements with partner agencies and details of activities.

Interconnectivity (5 Points)

Sponsors must demonstrate how the program or services connect with the existing system of public transportation, non-profit providers, medical transportation services, and special transit services in the region.

RTCC Plan Goals and Objectives (20 Points)

Sponsors must demonstrate that the program or services directly support the goals, sub-goals and transportation strategies listed in the current Regionally Coordinated Transportation Plan which is linked in the Resources section of this document.

Performance Measures and Monitoring (20 Points)

Sponsors must demonstrate that they have a formal system in place for measures and monitoring the success of the program or services provided. This system must provide for the routine and continual gathering and disseminating of critical program performance data including ridership and trip information.

Cost-Benefit Analysis (20 Points)

Programs and services will be evaluated through a cost-benefit analysis that measures the comparative value of the program or services relative to the funding amount requested. For the Cost-Benefit Analysis, sponsors must provide the following information:

- Service area in square miles or total route lengths in miles
- Most recent annual number of riders or users provided service for existing programs.
- Anticipated annual number of riders or users to be provided service through the program (estimation methodology must be provided).

Resources

[Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance](#)

The Federal Transit Administration (FTA) 5310 program guide contains detailed information on the program including additional information on sponsor and project eligibility.

[Enhanced Mobility of Seniors and Individuals with Disabilities Program Website](#)

The Federal Transit Administration (FTA) 5310 program website contains detailed information on the program including the guide linked above and frequently asked questions.

[Coordinated Public Transit-Health and Human Services Transportation Plan](#)

The regionally coordinated transportation plan provides an assessment of available services, transportation needs, and provides the strategies, activities and projects that address the identified gaps and enhance the regional transportation system.

[A Guidebook for Developing a Transit Performance-Measurement System](#)

The guidebook provides a step-by-step process for developing a performance-measurement program that includes both traditional and non-traditional performance indicators that address customer-oriented and community issues.

[Regional Transit Study](#)

The Regional Transit Study outlines the region's current transit infrastructure outside of the Capital Metro service area and provides local governments and project sponsors with resources for developing transit projects.

[Capital Metro Performance Dashboard](#)

Dashboard that provides a real-time look at the performance measures tracked and reported by Capital Metro and can provide a useful resource for sponsor's developing a performance management system.