

PROGRAM INTRODUCTION

Metro is soliciting proposals from eligible applicants for its Fiscal Year (FY) 2017 Federal Section 5310, Section 5316, and Section 5317 Programs for eligible projects that best achieve program goals and meet program requirements as described in Part I through Part III of this Solicitation for Proposals. The solicitation is a competitive selection process that will result in the award of available federal grants apportioned by the Federal Transit Administration (FTA) to eligible agencies after an evaluation and ranking of proposals by an external panel and the approval of funding awards by the Metro Board of Directors.

The federal Section 5310 funds made available for the FY2017 Solicitation for Proposals include: i) federal monies apportioned to the region for federal fiscal year (FFY) 2015 as authorized by Moving Ahead for Progress in the 21st Century Act (MAP-21), and ii) federal monies apportioned for FFY 2016 and 2017 as re-authorized under the Fixing America's Surface Transportation (FAST) Act.

The federal Section 5316 and Section 5317 funds made available through this solicitation include: i) prior-years' federal monies apportioned to the region and previously allocated to subrecipient agencies that later indicated they will not implement their projects; ii) prior-years' surplus funds from subrecipient agencies that are implemented or are currently implementing their projects; and iii) prior-years' contingency funds. The funds available under these categories were authorized by the Safe Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). However, these programs were repealed under MAP-21, thus no new funding apportionments will be made under these programs in the future.

The following summarizes the FTA grant programs that provided the funding made available through this solicitation:

- Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). The Section 5310 Program provides operating and capital assistance for public transportation projects that i) are planned, designed and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable; ii) exceed the requirements of the Americans with Disabilities Act (ADA) of 1990; iii) improve access to fixed route service and decrease reliance on complementary paratransit, and/or iv) provide alternatives to public transportation projects that assist seniors and individuals with disabilities.
- Job Access and Reverse Commute (JARC) Program (Section 5316). The Section 5316 Program provides operating and capital assistance for projects that improve access to employment-related transportation services for welfare recipients and eligible low-income individuals, and that transport residents of urbanized and rural areas to suburban employment opportunities.

- New Freedom Program (Section 5317). The Section 5317 Program provides operating and capital assistance for new public transportation services beyond those required by the ADA and new public transportation alternatives beyond those required by the ADA, designed to assist individuals with disabilities with accessing transportation services. The purpose of the Section 5317 formula grant program was to provide additional resources to overcome existing barriers facing individuals with disabilities seeking integration into the workforce and full participation in society.

Designated Recipient

In the State of California, the Governor designates a public entity to be the Designated Recipient of federal transportation formula funds. The Los Angeles County Metropolitan Transportation Authority (Metro) is the Designated Recipient of: federal Section 5310 funds apportioned for the areas in Los Angeles County that are within the urbanized areas of Los Angeles-Long Beach-Anaheim (UZA2), Santa Clarita (UZA146), and Lancaster-Palmdale (UZA 112); Section 5316 apportionments for the areas in Los Angeles County that are within the urbanized areas of Los Angeles-Long Beach-Anaheim (UZA 2) and Lancaster-Palmdale (UZA 112); and Section 5317 apportionments for the areas in Los Angeles County that are within the urbanized areas of Los Angeles-Long Beach-Anaheim (UZA 2) and Lancaster-Palmdale (UZA 112).

As the Designated Recipient, Metro is responsible for allocating funds to eligible projects, making application and certifications to the FTA, managing all aspects of grant distribution, and monitoring project activity and compliance. Metro has allocated available formula funds to conduct a competitive solicitation and selection process awarding grants to eligible subrecipient projects. Upon award, Metro will prepare and submit grant application to FTA requesting funding on behalf of awarded agencies and organizations. Upon FTA approval, Metro will execute Funding Agreements (FA) with agencies awarded as “pass-through grants” for capital and/or operating assistance.

The Coordinated Plan for Los Angeles County

Federal transit law, as amended by MAP-21, requires that projects funded under the Section 5310, Section 5316, and Section 5317 Programs are included in a locally developed, coordinated public transit-human services transportation plan. The 2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County (“Coordinated Plan”) was formally adopted by the Metro Board of Directors in July 2015.

The Coordinated Plan was developed through a process that included participation by seniors, individuals with disabilities, persons of low income, military veterans, other members of the public, and representatives of public, private, nonprofit transportation and human service providers and includes the following four elements:

FY 2017 Section 5310, 5316, 5317 Solicitation for Proposals & Application

1. An assessment of available transportation services identifying current providers (public, private and nonprofit) for the Target Populations
2. An assessment of transportation needs for the Target Populations;
3. Regional and subregional goals and strategies to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery; and
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified

Project proposal applications submitted in response to the FY 2017 Solicitation for Proposals must be consistent with goals and strategies included in the Coordinated Plan to address identified gaps between current services and needs or improve efficiencies in service delivery. Each strategy is clearly illustrated by making reference to several eligible projects and activities. Strategies developed are intended to be illustrative, not exhaustive – applicants are encouraged to develop innovative solutions to achieve Coordinated Plan goals.

A copy of the Coordinated Plan can be accessed at www.metro.net/projects/fta5310.