

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2012-22

DATE: May 10, 2012
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
SUBJECT: TIP Amendment Request for FTA Section 5310 Projects for
Transportation for Elderly and Persons with Disabilities.

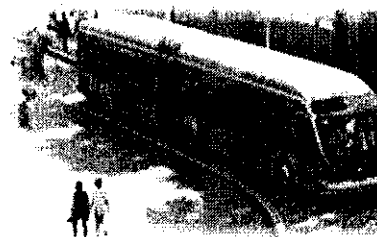
MOTION: That the TAB adopts an amendment to the 2012-2015 TIP that adds projects selected by MnDOT to receive FTA Section 5310, Elderly and Persons with Disabilities Program funds.

BACKGROUND AND PURPOSE OF ACTION: MnDOT's Office of Transit conducts a solicitation and evaluates projects submitted for transportation for elderly and persons with disabilities projects. These projects are mostly for buses for dial-a-ride type service. The projects are listed in the TIP amendment letter. The solicitation for these funds is out of synch with the adoption of the TIP, so every year a TIP amendment is required to add these projects into the TIP. This is new money and the vehicle purchases are exempt from air quality conformity analysis. Additional background material is attached, including a description of the Section 5310 Program.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved Transportation Improvement Program and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	April 19, 2012
Technical Advisory Committee	Review & Recommend	May 2, 2012
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Concurrence	



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Transportation for Elderly Persons and Persons with Disabilities (5310)



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Program Overview

This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for coordination of Federally assisted transportation services assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual subrecipients within the state.

Eligible Recipients

States are direct recipients. Eligible subrecipients are private non-profit organizations, governmental authorities where no non-profit organizations are available to provide service and governmental authorities approve to coordinate services.

Eligible Activities

Capital expenses that support transportation to meet the special needs of older adults and persons with disabilities.

Statutory References

49 U.S.C. 5310

Funding Availability

Section 5310 funds are available to the States during the Fiscal Year of apportionment plus two additional years (total of three years).

Allocation of Funding

Section 5310 funds are apportioned among the States by a formula which is based on the number of elderly persons and persons with disabilities in each State according to the latest available U.S. census data.

Match

The Federal share of eligible capital costs may not exceed 80 percent of the net cost of the activity. The 10 percent that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100 percent Federal share. The local share of eligible capital costs shall be no less than 20 percent of the net cost of the activity.

Other Program Highlights

Title 49 U.S.C. 5310, as amended by SAFETEA-LU, requires a recipient of Section 5310 funds to certify that projects selected are derived from a locally developed, coordinated public transit-human services transportation plan.

Contact Information

For additional information about the Section 5310 Program, contact the Office of Program Management: (202) 366-2053.

 [Report Problems](#)

Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4043

[Contact Us](#)

[FAQs](#)

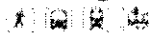
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Minnesota Department of Transportation

Office of Capital Programs and Performance Measures
Mail Stop 440, 3rd Floor South
395 John Ireland Boulevard
Saint Paul, MN 55155

Office Telephone: (651) 366-3754

Fax: (651) 366-3790

March 21, 2012

Karl Keel, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 N. Robert St.
St. Paul, Minnesota 55101

RE: Amendment to the Minnesota 2012-2015 Transportation Improvement Program (TIP)
State Project Number: 2012 FTA Section 5310 Projects
Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2012-2015 Transportation Improvement Program (TIP) to add the following new projects in SFY 2012 of the STIP. The project is being submitted with the following information:

PROJECT IDENTIFICATION:

Please see list of projects on page 4.

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g. project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

Section 5310, Elderly and Persons with Disabilities Program, is funded by FTA through MnDOT's Office of Transit. FTA guidelines require the State to establish criteria for selection of projects. Applicants must meet eligibility criteria and are evaluated for conformance with program criteria by the MnDOT Office of Transit.

The selection of these projects is done through grant applications submitted to FTA. The timing of project selection is not compatible with TIP/STIP development and in

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order for the agencies to purchase their vehicles in SFY 2012 an amendment is needed to identify them in the current TIP.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money – FTA 5310 Operating Funds* X*
(Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction
- ATP or MPO or Mn/DOT Adjustment
of other projects
- Earmark or HPP federal funds outside ATP
target
- Other

*These funds are in addition to regular target formula funds. Therefore fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council's Transportation Policy Plan, adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009. The amendment is also consistent with the 2030 Policy Plan update adopted by the Metropolitan Council on November 10, 2010 with conformity determination established on February 23, 2011.

AIR QUALITY CONFORMITY:

- Subject to conformity determination.....
- Exempt from regional level analysis*..... YES
- Exempt from project level analysis*..... YES
- Exempt by virtue of interagency consultation*.....
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category # T-10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet Per Section 93.126 of the Conformity Rules


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Karl Keel
March 21, 2012
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We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at 651-234-7788.

Sincerely,



Brian Isaacson
Planning Director, Program Management

cc: James Andrew, Metropolitan Council
Jon P. Solberg, Metro Program Management
Cindy Krumsieg, Metro Program Management
Trudi Gustad, MnDOT Office of Transit

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LIST OF PROJECTS

STATE FISCAL YEAR	ROUTE SYSTEM	PROJECT NUMBER (SFA #) (See file for details)	AGENCY	DESCRIPTION: Include location, description of all work to be done, and any other applicable information.	MILES	PROG	TYPE OF WORK	PROP FUNDS	TOTAL	FHWA	AV	FTA	TH	OTHER	AIR QUALITY CREDITABILITY
2012	BB	TRF-3312-12	Ecumen	Section 5310 - Ecumen- Class 400 Bus & Realited Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	0	\$13,600	T-10
2012	BB	TRF2428-12	DARTS	Section 5310 - DARTS - Class 400 Bus & Realited Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	0	\$13,600	T-10
2012	BB	TRF-0111-12	Mpls Indian Center	Section 5310 - Mpls Indian Center - Class 400 Bus & Realited Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	0	\$13,600	T-10
2012	BB	TRF-9058-12	Choice	Section 5310 - Choice - Class 300 Bus & Realited Equipment	0	NB	Purchase Bus	5310	\$58,000	0	0	\$46,400	0	\$11,600	T-10
2012	BB	TRF0755-12	White Bear Lake	Section 5310 -White Bear Lake Senior Center- Class 300 Bus & Realited Equipment	0	NB	Purchase Bus	5310	\$58,000	0	0	\$46,400	0	\$11,600	T-10
2012	BB	TRF-9056-12A	New Traxs	Section 5310 - NewTrax (Merrick) - Class 400 Bus & Realited Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	0	\$13,600	T-10



2012	M	BB	TRF-9056-12B	New Traxs	Section 5310 - NewTraxs (Merrick) - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	0	\$54,400	0	\$13,600	T-10
2012	M	BB	TRF-9056-12C	New Traxs	Section 5310 - NewTraxs (Merrick) - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	0	\$54,400	0	\$13,600	T-10
2012	M	BB	TRF-9056-12D	New Traxs	Section 5310 NewTraxs (Phoenix) Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	0	\$54,400	0	\$13,600	T-10
2012	M	BB	TRF-9056-12E	New Traxs	Section 5310 - NewTraxs (Phoenix) - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	0	\$54,400	0	\$13,600	T-10
2012	M	BB	TRF-9056-12F	New Traxs	Section 5310 - NewTraxs (Phoenix) - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	0	\$54,400	0	\$13,600	T-10
2012	M	BB	TRF-1567-12	PRISM	Section 5310 - PRISM Express - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	0	\$54,400	0	\$13,600	T-10
2012	M	BB	TRF-0015-12	MRCI	Section 5310 -MRCI Rosemount Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	0	\$54,400	0	\$13,600	T-10
2012	M	BB	TRF-0890-12	Proact	Section 5310 - Proact - Eagan Bus - Class 500 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$118,000	0	0	0	\$94,400	0	\$23,600	T-10
2012	M	BB	TRF-0836-12A	North East Contemp orary	Section 5310 -NorthEast Contemporary Bus - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	0	\$54,400	0	\$13,600	T-10

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2012	M	BB	TRF-0836-12B	North East Contemp arary	Section 5310 - NorthEast Contemporary - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	0	\$13,600	T-10
2012	M	BB	TRF-0260-12A	Midwest Special Services	Section 5310 - Midwest Special Services - Apple Valley - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	0	\$13,600	T-10
2012	M	BB	TRF-0260-12B	Midwest Special Services	Section 5310 - Midwest Special Services - Brooklyn Park - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	0	\$13,600	T-10

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