



Table to accompany Insight on the Issues 39: Policy Options to Improve Specialized Transportation

Key Characteristics of the Section 5310, JARC, and New Freedom Programs			
FTA Program	Section 5310	JARC	New Freedom
Formal name	Elderly Individuals and Individuals with Disabilities Program	Job Access and Reverse Commute (JARC) Program	New Freedom Program
Established	1975 under the National Mass Transportation Assistance Act	1998 under the Transportation Equity Act for the 21st Century (TEA-21)	2005 under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
Program goal	To improve mobility for elderly individuals and individuals with disabilities throughout the country	To improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and nonurbanized areas to suburban employment opportunities.	To provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. To reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act of 1990.
Program measures	<p>1) Gaps in Service Filled -- Provision of transportation options that would not otherwise be available for older adults and individuals with disabilities measured in numbers of older adults and individuals with disabilities afforded mobility they would not have without program support.</p> <p>2) Ridership -- Actual or estimated number of rides (as measured by one-way trips) provided annually for individuals with disabilities and older adults on Section 5310-supported vehicles and services.</p>	<p>1) Actual or estimated number of jobs that can be accessed as a result of geographic or temporal coverage of JARC projects.</p> <p>2) Actual or estimated number of rides (as measured by one-way trips) provided as a result of the JARC projects.</p>	<p>1) Increases or enhancements related to geographic coverage, service quality and/or service times that impact availability of transportation services for individuals with disabilities.</p> <p>2) Additions or changes to environmental infrastructure (e.g., transportation facilities, sidewalks, etc), technology, and vehicles that impact availability of transportation services.</p> <p>3) Actual or estimated number of rides (as measured by one-way trips) provided for individuals with disabilities.</p>

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Total apportioned funds (FY 2009) * (revised figures associated with 4/27/09 Federal Register notice)	\$135,823,746	\$183,103,175	\$100,859,585
Apportionment	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.	<p>60 percent of the funds distributed among designated recipients in urbanized areas with a population of 200,000 or more, in the ratio that the number of eligible low-income individuals and welfare recipients in each such urbanized area bears to the number of eligible low-income individuals and welfare recipients in all such urbanized areas;</p> <p>20 percent of the funds distributed among the States, in the ratio that the number of eligible low-income individuals and welfare recipients in urbanized areas with a population of less than 200,000 in each State bear to the number of eligible low-income individuals and welfare recipients in urbanized areas with a population of less than 200,000 in all States; and</p> <p>20 percent of the funds distributed among the States, in the ratio that the number of eligible low-income individuals and welfare recipients in other than urbanized areas in each State bears to the number of eligible low-income individuals and welfare recipients in other than urbanized areas in all States.</p>	Apportionment formula is the same as for JARC except that the ratios are based the number of individuals with disabilities.

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<p>Flexing of funds</p>	<p>Flexible funds from the Federal Aid Highway Program may be transferred to the Section 5310 program for use by the State. Unlike transfers between transit programs, under which funds retain their original purposes, flexible funds transferred to the Section 5310 program will be treated under the program requirements applicable to Section 5310.</p> <p>A State may transfer Section 5310 funds to an apportionment under Section 5311(c) [Tribal Transit Program] or 5307 [Large Cities Program], or both. Transferred funds must be used for eligible Section 5310 projects. A State may make a transfer to Section 5307 only after coordinating with private nonprofit providers of services under Section 5310.</p>	<p>Transfer from Federal Highway Administration (FHWA: Surface Transportation Funds (STP) and Congestion Mitigation and Air Quality (CMAQ) funds, and certain other “flexible” funds may be transferred from FHWA to Federal Transit Administration (FTA for capital transit projects. Although these funds cannot be flexed directly to JARC, flexible funds may be transferred to S. 5307 or 5311[Rural Program] for capital projects supporting JARC program.</p> <p>Transfer between Funding Categories. A State may use funds apportioned for small urbanized and rural areas for projects serving another area of the State, if the State certifies that all of the objectives of JARC are being met in the specified areas. For example, if all objectives of the JARC program are being met in rural areas, funds designated for rural areas may be transferred to urbanized areas of less than 200,000 in population. Funds apportioned to small urbanized and rural areas may also be transferred for use anywhere in the State including large urbanized areas, if the State has established a statewide program for meeting JARC program goals. There is no authority to transfer funds apportioned to large urbanized areas to small urbanized or rural areas.</p> <p>Transfer to Other FTA Programs. A State may transfer JARC funds apportioned to it for rural or small urbanized areas to apportionments under Section 5311(c) or 5307, or both. The purpose of the transfer provision, however, is not to supplement the resources available under the State’s Section 5311 or Section 5307 apportionments. States may combine funds from multiple programs in a consolidated Section 5311 grant, but the State must track, manage, and report on each program’s funds separately within the consolidated grant.</p>	<p>Transfer from FHWA: Same as JARC.</p> <p>Transfer between Funding Categories: Not applicable for New Freedom.</p> <p>Transfer to Other FTA Programs: Same as JARC.</p>

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Designated recipient	State	<p>In urbanized areas with populations less than 200,000 and in rural areas, the State is the designated recipient.</p> <p>In urbanized areas over 200,000 in population, the recipient may be the same as the designated recipient of Section 5307 funds. Alternatively, the metropolitan planning organization (MPO), State, or another public agency may be a preferred choice based on local circumstances.</p>	Same as JARC.
Eligible subrecipients	<p>Three categories of eligible subrecipients:</p> <p>1) Private non-profit organizations;</p> <p>2) Governmental authorities that certify to the State that no non-profit corporations or associations are readily available in an area to provide the service; and</p> <p>3) Governmental authorities approved by the State to coordinate services for elderly individuals and individuals with disabilities.</p> <p>Local governmental authorities eligible to apply for Section 5310 funds as coordinators of services for elderly persons and persons with disabilities are those designated by the State to coordinate human service activities in a particular area. Examples: a county agency on aging or a public transit provider which that State has identified as the lead agency to coordinate transportation services funded by multiple Federal or State human service programs.</p>	<p>Three categories of eligible subrecipients:</p> <p>1) Private non-profit organizations;</p> <p>2) State or local governmental authority; and</p> <p>3) Operators of public transportation services, including private operators of public transportation services.</p>	Same as JARC.

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Eligible activities	<p>Capital expenses (e.g., buses, vans, communication equipment, etc.)</p> <p>Includes purchase of transportation service under a contract, lease or other arrangement (including user side subsidies).</p> <p>Includes mobility management.</p> <p>Also, a seven state pilot where state can use up to 1/3 of its funds for operating expenses.</p>	<p>Capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects.</p> <p>For example: Expanded fixed-route service, bike racks on buses, car loans, transit /other vouchers, Geographic Information Systems/Intelligent Transportation Systems (GIS/ITS systems), mobility management.</p>	<p>Capital and operating expenses that support new public transportation services beyond those required by ADA and new public transportation alternatives beyond those required by ADA with accessing transportation services including transportation to and from jobs and job-related services.</p> <p>For example: Travel training, mobility management, vehicle purchase for taxi, shuttle, vouchers, support for volunteer driver programs.</p>
Coordination requirements	<p>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 developed through a process that includes representatives of public, private, and non-profit transportation and human service providers, participation by the public, and representatives addressing the needs of older adults and individuals with disabilities.</p>	<p>Same as for S. 5310</p>	<p>Same as for S. 5310</p>
Project selection	<p>States use different methods for project selection. According to recent University of Montana Rural Institute research, the large majority use a discretionary selection process.</p> <p>State submits annual program of projects (POP) which identifies subrecipients and projects for which the state is applying for funds.</p>	<p>Recipient of funds must conduct competitive selection process that is separate from but coordinated with the coordinated planning process. The competition allocates funding to the designated recipient and subrecipients to implement JARC projects.</p>	<p>Same requirements for competitive selection process as for JARC.</p>

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Planning requirements	To be eligible for funding, Section 5310 projects in urbanized areas must be included in the Metropolitan Transportation Plan (MTP) prepared and approved by the metropolitan planning organization (MPO), the Transportation Improvement Program (TIP) approved jointly by the MPO and the Governor, and the Statewide Transportation Improvement Program (STIP) developed by a State and jointly approved by FTA and Federal Highway Administration (FHWA). Projects outside urbanized areas must be included in, or be consistent with the Statewide Long-Range Transportation Plan, as developed by the State, and must be included in the STIP.	Same as for Section 5310	Same as for Section 5310
Coordinated planning	Same for all three programs	Same for all three programs	Same for all three programs

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<p>Program and administration requirements</p>	<p>The State must enter into a written agreement with each subrecipient stating the terms and conditions of assistance by which the project will be undertaken and completed.</p> <p>The State:</p> <ul style="list-style-type: none"> -documents the State’s procedures in a State Management Plan (SMP); -notifies eligible local entities of funding availability; -plans for future transportation needs, and ensures integration and coordination among diverse transportation modes and providers; -solicits applications; -develops project selection criteria; -reviews and selects projects for approval; -forwards an annual program of projects (POP) and grant application to FTA; -certifies that allocations of grants to subrecipients are distributed on a fair and equitable basis; -certifies eligibility of applicants and project activities; -ensures compliance with Federal requirements by all subrecipients; -certifies that all projects are derived from a locally developed, coordinated public transit-human services transportation plan; -monitors local project activity; and -oversees project audit and closeout. 	<p>The designated recipient must enter into a written agreement with each subrecipient stating the terms and conditions of assistance by which the project will be undertaken and completed. If the designated recipient allows other direct recipients, in small urbanized areas, to apply directly to FTA for JARC funds awarded through the competitive process, the designated recipient will enter into a supplemental agreement with each direct recipient.</p> <p>The State agency designated by the chief executive officer of a State has the principal authority and responsibility for administering the JARC program in urbanized areas under 200,000 in population and nonurbanized areas. The designated recipient of JARC has the principal authority and responsibility for administering the JARC program funds in urbanized areas over 200,000 in population.</p> <p>The recipient’s responsibilities include:</p> <ul style="list-style-type: none"> -notifying eligible local entities of funding availability; -developing project selection criteria; -determining applicant eligibility; -conducting the competitive selection process; -forwarding an annual program of projects (POP) and grant application to FTA; -ensuring that all subrecipients comply with Federal requirements; -documenting the State’s or designated recipient’s procedures in a State Management Plan or a Program Management Plan as appropriate; -certifying that allocations of grants to subrecipients are distributed on a fair and equitable basis; and -certifying that projects selected were derived from a locally developed, coordinated public transit-human services transportation plan. 	<p>Same as for JARC.</p>

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Reporting requirements	<p>Annual program status report should be submitted to FTA for each active grant. Status reports are intended to meet minimal program information needs at regional and national levels.</p> <p>“FTA will be capturing overall program measures to be used with the Government Performance Results Act (GPRA) and the Performance Assessment Rating Tool process for the Office of Management and Budget. The following indicators are targeted to capture overarching program information as part of the annual report that each State submits to FTA. The State should submit both quantitative and qualitative information as available on each of the following measures: Gaps in Service Filled and Ridership.”</p> <p>“The State should ensure that the above information is reported for all recipients and subrecipients of Section 5310 funding in projects selected by the State, including those that were transferred to Section 5307 or 5311 for administration. The State may consolidate information for all projects in the annual report for any open Section 5310 grant awarded to the designated recipient.”</p>	<p>New reporting requirements implemented July 2009. Data submitted through special website hosted by FTA consultant.</p> <p>See Exhibit 1 under Program Data Discussion Paper: http://www.aarp.org/research/ppi/liv-com/transport/articles/forum-091013.html</p>	<p>Same as for JARC.</p> <p>See Exhibit 1 under Program Data Discussion Paper</p>
Federal/local match requirements	<p>Federal share up to 80%; local share no less than 20%. Some exceptions including, for example, the seven state pilot where states can use up to 1/3 of apportionment for operating expenses, with federal share at 50%.</p>	<p>Federal share of capital and planning costs up to 80%, with local share no less than 20%. Federal share for operating costs up to 50%, with local share no less than 50%.</p>	<p>Same as for JARC.</p>
Regulations provided in federal circulars dated May 1, 2007	<p>FTA C 9070.1F</p>	<p>FTA C 9050.1</p>	<p>FTA C 9045.1</p>

*Compare with Section 5307 (urbanized area formula program) of \$4.5 billion and Section 5311 (nonurbanized area formula program) of \$512 million.

Source: U.S. Department of Transportation Federal Transit Administration, Circulars FTA C 9070.1F; 9045.1; 9050.1, May 1, 2007. Some added information (e.g., examples of projects funded).