

GRANT PROGRAM GOALS

Passage of the most recent transportation reauthorization bill made a number of changes that affect transit providers. That authorizing legislation, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Pub. L. 109-059), was enacted on August 10, 2005. The legislation provides “guaranteed funding” for federal transportation programs over six years through Federal Fiscal Year 2009.

Under SAFETEA-LU (49 CFR, Subtitle III, Chapter 53, *Public Transportation*), the federal government states that “it is in the interest of the United States...to foster the development and revitalization of public transportation systems that—

- maximize the safe, secure, and efficient mobility of individuals;
- minimize environmental impacts; and
- minimize transportation-related fuel consumption and reliance on foreign oil.”

CDOT encourages grant applicants to consider and to articulate how their proposed project or request meets the goals stated above *and* of the grant program(s) for which they are applying.

Section 5310

The goal of Section 5310, the Transportation for Elderly Persons and Persons with Disabilities Program, is *to improve mobility for the elderly and persons with disabilities.*

Section 5310 provides financial assistance for capital purchases for transportation services planned, designed, and carried out to meet the special transportation needs of the elderly and persons with disabilities. The program requires coordination of federally-assisted programs and services in order to make the most efficient use of federal resources.

CDOT and FTA encourages grant recipients to maximize the use of vehicles funded under the Section 5310 program. Purchase of vehicles with 5310 funds must first meet

the program-related transportation needs of the elderly and/or persons with disabilities. Then, vehicles may provide other transportation to meet the needs of the elderly or persons with disabilities, including other federal program or project needs identified in the grant application. The general public may ride the vehicles if seats are available and all passengers are insured.

Vehicles funded under the Section 5310 program may not be used solely for meal deliveries. Vehicles may be used to provide meal delivery service for homebound persons on a regular basis—in conjunction with passenger transportation. Delivery service may not conflict with the provision of transit services or result in reduced service to transit passengers.

Section 5311

Section 5311, the Rural and Small Urbanized Areas Program, provides financial assistance for *public* transportation programs in non-urbanized (rural) areas. Funds may be used for operating, administrative, or capital expenses. The goals of the program are to:

- enhance the access of people in nonurbanized areas to health care, shopping, education, employment, public services, and recreation;
- assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban areas;
- encourage and facilitate the most efficient use of all federal funds used to provide passenger transportation in nonurbanized areas through the coordination of programs and services;
- assist in the development and support of inter-city bus transportation; and
- provide for the participation of private transportation providers in nonurbanized transportation as much as possible.

FTA defines eligible service areas for the rural 5311 program as those areas outside urban-