

The Greater Madison MPO (MPO) is developing a process for soliciting applications for and selecting projects to be funded with the local apportionment of CRRSAA Section 5310 Program funds. This is a working document/draft that contains currently-available USDOT/FTA resources and information on the CRRSAA and the Section 5310 Program, as well as relevant currently-adopted MPO strategies and priorities for Section 5310 Program funding. MPO staff suggestions and questions are highlighted or otherwise identified as such.

B. Lyman 1/21/21

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The U.S. Department of Transportation's Federal Transit Administration (FTA) has announced a total of \$14 billion in Federal funding allocations to continue to support the Nation's public transportation systems during the Coronavirus Disease 2019 (COVID-19) public health emergency. Funding is provided through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133).

"This additional \$14 billion in transit infrastructure grants will help ensure our nation's public transportation systems can continue to serve the millions of Americans who depend on them," said U.S. Transportation Secretary Elaine L. Chao.

Read the full Press Release at <https://www.transit.dot.gov/about/news/us-transportation-secretary-elaine-l-chao-announces-14-billion-support-nations-public>

CRRSAA information: <https://www.transit.dot.gov/funding/grants/coronavirus-response-and-relief-supplemental-appropriations-act-2021>

CRRSAA FAQs: <https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19>

CRRSAA and Section 5310: The Basics

- Projects may be funded by 100% federal dollars (no local match) but the MPO may require a local match
- No requirement for Traditional Projects (usually 55% of total funding)
- MPO can come up with a new/abridged project selection process than what is designated in the PMP, but we need to document our selection process and notify the regional FTA office of how we make the selection
- Operations and Payroll are priorities for funding; Planning and Capital projects can be funded but the (sub)recipient needs to certify that they do not have any employee furloughs – MPO may restrict eligible projects to Operations and Payroll
- Operating expenses incurred since Jan. 20, 2020 are eligible
- FTA FAQ page being added to, check back frequently
- Dane County/Madison Metro Area apportionment is \$54,368

Funded projects must be identified in local [Coordinated Public Transit – Human Services Transportation Plan](#):

Suggestions for limits/priorities for CRRSA funding shown below. Priorities in strikethrough text are not recommended for consideration for CRRSAA funding.

General Priorities

The coordinated planning process has established two priority tiers. Tier 1 represents the highest priority level.

Tier 1- Maintain existing level of service of viable programs or operations [Recommend focusing CRRSAA funding on this Tier]

Tier 1 supports existing transportation services and projects that:

- Have shown to be effective in meeting transportation needs of seniors, people with disabilities, and those with limited income
- Continue to demonstrate effective transportation operations within the county's coordinated network

Tier 2A- Accommodate increasing demand for services within existing programs and operations

Tier 2A supports existing and new services and projects that:

- Require ~~capital and~~ operating assistance to meet growing demand for the service(s) within present boundaries [Appropriate for CRRSAA funding]
- ~~• Are able to improve efficiency and functionality by building on existing infrastructure~~
- ~~• Allow for growth, but not automatically extend new service without a careful evaluation of transportation needs across populations and jurisdictions~~

Tier 2B- Respond to emerging community needs, opportunities, and create new partnerships

Priority #2B supports projects that:

- ~~• Are under development and bring new resources~~
- ~~• Address identified transportation needs and gaps and/or focus on an underserved group of individuals~~
- ~~• Improve the efficiency and effectiveness of the overall system~~
- ~~• Provide an added benefit to the transportation services network and riders~~
- ~~• Are innovative in their approach in reaching out to new riders or geographic areas~~

Priority Strategies to Address Needs

The following strategies and projects have been identified in order to address the recognized transportation and coordination gaps and needs in Dane County. Many of these strategies have been carried over from previous coordinated plans and are of an ongoing nature.

Strategies to Address Financial Needs	
	Pursue additional funding strategies to support increased service needs

Funding for Service Providers	Establish a regional transit authority with a dedicated funding source
Affordability for Users	Continue to provide financial assistance for low-income families, veterans, homeless individuals, and paratransit eligible clients who also ride fixed-route buses
	Continue to support employee transportation assistance programs
	Continue to provide financial assistance for low-income individuals to purchase or repair a vehicle for employment transportation where public transportation is not available to meet need
Strategies to Address Coordination, Education, and Outreach Needs	
Mobility Management	Continue to support Dane County One-Call Center
	Continue to support Metro Paratransit in-person assessments
Rider Education	Continue to support travel and mobility training programs
Outreach	Improve information on available resources
	Convene regular meetings to discuss coordination needs
	Seek greater stakeholder involvement in the coordination process, particularly from education and healthcare providers and residential care facilities
Strategies to Address Service Needs	
Service	Expand public transit service area, hours, and frequency
	New regional fixed-route bus service
	Develop Bus Rapid Transit (BRT) service
	Additional scheduled group transportation service
	Continue and increase transportation to work options
	Continue to provide mileage reimbursement for RSVP drivers
Expanded and increase shared-ride taxi services	
Strategies for Addressing Vehicle Needs	
Vehicles	Replace vehicles as necessary
	Add accessible vehicles for eligible shared-ride taxi systems
	Add accessible vehicles for eligible non-profits without duplicating existing transportation services in Dane County
	Investigate feasibility of creating a vehicle pool to allow a greater availability of affordable, accessible vehicles for non-profit organizations and agencies
	Investigate feasibility of creating county-wide driver training opportunities
Strategies to Address Infrastructure Needs	
Amenities	Improve amenities at bus stops, including concrete boarding platforms, shelters, benches, and audible signals where needed
	Improve pedestrian access to bus stops
	Implement Metro Transit Bus Stop Amenities Study
Facilities	Add a satellite bus storage facility
Strategies to Address Technology Needs	

Commented [B1]: Consider not funding gov't agencies, as they likely have a larger financial safety net than private operators & service providers

Technology	Develop real-time information for specialized transportation services
	Maintain or add software and applications to assist with scheduling, routing, dispatching, mandatory data collection, and similar tasks