



Routine Amendment

Coordinated Human Services Transportation Plan

Background

The Coordinated Human Services Transportation Plan (Coordinated Plan) is a federally required plan used to guide the selection process for discretionary federal transit grants available to public agencies, non-profits, and private organizations for human service transportation needs of older adults, individuals with disabilities, and people with low incomes in the Greensboro Urban Area. In addition to documenting area conditions and needs, the Coordinated Plan establishes a competitive selection process for evaluating and selecting projects. A routine amendment is needed at this time to implement FTA and NCDOT recommendations.

Action Needed

- Under Federal law, *Section 5310 Transportation for Elderly Individuals and Individuals with Disabilities* program funding can be used for capital, operating, and technology expenses for human service transportation. Capital expenses include transit vehicles purchases as well as contracted transportation service costs.
- Despite this on-paper eligibility, FTA regulations make purchase of transit vehicles by agencies other than the direct recipient (GTA) excessively difficult for all concerned. These difficulties include sub-grantee reporting requirements (required monthly over the useful life of the vehicle); useful life requirements (vehicles must be kept in service their full useful life as defined by FTA or grant funds must be repaid); and GTA oversight requirements (ensuring sub-grantee compliance and financial responsibility if the sub-grantee defaults on the grant).
- For these reasons FTA and NCDOT recommend that MPOs no longer allow transit vehicle purchases by sub-grantees (TAMS and Non-Profit Organizations).
- A routine amendment to the Coordinated Plan is needed at this time to make transit vehicle purchases by TAMS and Non-Profit Organizations an ineligible expense.
- This change will not restrict the ability of TAMS and Non-Profit Organizations to compete for operating assistance and/or technology.
- This change can be made by revising *Table 1 – Project Types that May Be Considered for Section 5310 Funding* in the Coordinated Plan.
- This Amendment is classified as a *Routine Amendment* under the *Procedural Tier* of the *MPO Public Participation Plan* because it is a minor change per regulatory/funding agency guidelines. Items falling under the *Procedural Tier* do not require a formal public involvement process outside the regular meeting structure of the MPO

Requested Action:

- Approve the routine amendment to the Coordinated Plan.

Planning for the transportation future

Coordinated Human Services Public Transportation Plan

Table 1 – Project Types that May be Considered for Section 5310 Funding

Greensboro Transit Authority	
<i>Type of Project or Program</i>	<i>Type of Expense</i>
Paratransit Vehicles*	Capital
Technology	Capital
Facility	Capital
Operating Assistance – ADA Paratransit Service	Operating**
Operating Assistance – Paratransit Extended Hours	Operating**
Operating Assistance – Paratransit Extended Service Area	Operating**
Operating Assistance – Extended Fixed Route	Operating**
Operating Assistance – Cross Town Routes	Operating**
Operating Assistance – Technology Real Time Bus Tracking	Operating
Guilford County Transportation and Mobility Services	
<i>Type of Project or Program</i>	<i>Type of Expense</i>
Paratransit Vehicles*	Capital
Technology	Capital
Operating Assistance – Elderly & Disabled Persons	Operating**
Operating Assistance – Paratransit Service	Operating**
Piedmont Authority for Regional Transportation	
<i>Type of Project or Program</i>	<i>Type of Expense</i>
Technology Equipment – Regional Call Center	Capital
Non-Profit Organizations	
<i>Type of Project or Program</i>	<i>Type of Expense</i>
Vehicles*	Capital
Operating Assistance	Operating

* This includes replacement vehicles, but also provides for expansion vehicles when appropriate and feasible. Vehicle purchases are not allowed for agencies other than GTA due to overly burdensome FTA requirements for (1) sub-grantee reporting; (2) use of the vehicle for the full term of its useful life; and (3) related GTA oversight and financial obligations.

** Payments for service contracted from a third party contractor may be classified as capital in the Transportation Improvement Program.

Coordinated Human Services Public Transportation Plan

**RESOLUTION FOR A ROUTINE AMENDMENT TO THE GREENSBORO URBAN AREA
COORDINATED HUMAN SERVICES TRANSPORTATION PLAN**
TABLE 1 – PROJECT TYPES THAT MAY BE CONSIDERED FOR SECTION 5310 FUNDING

A motion was made by TAC Member Cheryl McQueary and seconded by TAC Member Jeff Phillips for the adoption of the following resolution and upon being put to a vote was duly adopted.

WHEREAS, the Federal Transit Administration and the NCDOT Public Transportation Division recommend that the MPO revise its list of eligible project types that may be considered for Section 5310 funding; AND

WHEREAS, the Transportation Advisory Committee has reviewed the current Coordinated Human Services Public Transportation Plan (Coordinated Plan) adopted by the TAC on June 23, 2014, and found that the FTA and NCDOT recommended change is needed; AND

WHEREAS, the Coordinated Plan *Table 1 – Project Types that May Be Considered for Section 5310 Funding* currently includes transit vehicle purchases for TAMS and Non-Profit Agencies; AND

WHEREAS, FTA rules and requirements make purchases of transit vehicles by TAMS and Non-Profit Agencies overly difficult for all concerned; AND

WHEREAS, these difficulties include a requirement that the vehicle remain in service over the period of its full useful life or grant funds be repaid, ongoing monthly reporting commitments for sub-grantees, a requirement that GTA monitor sub-grantee reporting and compliance, and a requirement that GTA assume financial responsibility if the sub-grantee were to default on any repayment costs; AND

WHEREAS, this change will not restrict the ability of TAMS and Non-Profit Agencies to compete for operating assistance and/or technology; AND

WHEREAS, on April 2, 2013 the Federal Highway Administration and the Federal Transit Administration jointly certified that the MPO substantially meets the federal metropolitan transportation planning requirements, for a period of four years;

NOW THEREFORE be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to enact a routine amendment to the Coordinated Human Services Public Transportation Plan on this, the 27th day of April, 2016.

Coordinated Human Services Public Transportation Plan

I, Marikay Abuzuaiter, TAC Alternate Chair,
(Name of Certifying Official) (Title of Certifying Official)

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this, the 27th day of April, 2016.

Marikay Abuzuaiter
TAC Alternate Chair, Transportation Advisory Committee

Subscribed and sworn to me on this, the 27th day of April, 2016.

Deidre E. Brown
Notary Public

DEIDRE E. BROWN
NOTARY PUBLIC
GUILFORD COUNTY, NC
My commission expires 2-17-2018

My commission expires 2-17-2018