

# Human Service Transportation Plan Transit Grants

## **U.S. Department of Transportation Federal Transit Administration (FTA)**

For reference are the most recent grant application and program guidance published by FTA, known as “Circular” per funding sources that fall under East Central Illinois HSTP (i.e. Section 5310, JARC, & New Freedom). Originally, these programs were created under SAFETEA-LU, under Map 21 – JARC will be rolled into Section 5311 and New Freedom will be rolled into Section 5310.

[Section 5310 Circular](#) (Size: 2MB)

[Section 5311 Circular](#) (Size: 1MB)

## **Fixing America’s Surface Transportation (FAST) ACT**

On December 4, 2015, President Obama signed the [Fixing America’s Surface Transportation \(FAST\) Act](#) (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

## **Moving Ahead for Progress in the 21st Century (MAP-21)**

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 is a milestone for the U.S. economy and the Nation’s surface transportation program. By transforming the policy and programmatic framework for investments to guide the system’s growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

### Transportation for Elderly Persons and Persons with Disabilities (5310)

Formula funding to States for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.

### Sec. 5311. Formula Grants for Rural Areas

Provides funding to States for the purpose of supporting public transportation in rural areas with population of less than 50,000.

## Statewide and Non-metropolitan Transportation Planning

**Program Purpose :** The statewide planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State and oversight of the process is a joint responsibility of the Federal Highway Administration and the Federal Transit Administration

## Emergency Relief [1107]

The Emergency Relief (ER) program assists Federal, State, tribal and local governments with the expense of repairing serious damage to Federal-aid, tribal, and Federal Lands highways resulting from natural disasters or catastrophic failures. Unlike other highway programs, ER is funded by a permanent authorization of \$100 million per year.

MAP-21 continues the ER program, with some changes in requirements:

- State must apply and provide a complete list of project sites and costs within two years of the event; cost may not exceed the cost to repair or reconstruct a comparable facility.
- For emergency repairs, a 100 percent Federal share is allowed during the first 180 days following a disaster. MAP-21 allows the Secretary to extend the time period if access to damaged areas is limited.
- Debris removal for major disasters declared under the Stafford Act will be funded by FEMA.
- Maintenance and operation of additional ferryboats or transit is eligible as a temporary substitute service.

## Workforce Development and DBE [1109]

MAP-21 continues current law goals for use of small business concerns owned and controlled by socially and economically disadvantaged individuals. On-the-Job Training and DBE Supportive Services programs are continued without change. States may continue to use apportioned funds (except Metropolitan Planning or Ferry Program) for surface transportation workforce development, training, education, and small business capacity building.

## SAFETEA-LU Formula Grants

The programs on this page were authorized under SAFETEA-LU, which expired on Sept. 30, 2012. However, SAFETEA-LU provisions still apply to funds made available in FY2012 and prior fiscal years. Grant recipients administering funds allocated or awarded under SAFETEA-LU should refer to the links below for information on eligible activities, eligible recipients, local match, and other program

guidance. Information on programs authorized by MAP-21 is available at <http://www.fta.dot.gov/map21>.

JARC and New Freedom programs have expired. For a complete list of expired programs, click this [link](#).