



# Building Consensus and Partnerships for Implementing the MAP-21 Section 5310 Program in California

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The Moving Ahead for Progress in the 21st Century Act (MAP-21)—the current federal transportation funding law—allows metropolitan planning organizations (MPOs) or eligible large urbanized area (UZA) agencies to assume administrative responsibility for Section 5310, the Enhanced Mobility of Seniors and Individuals with Disabilities grant program. This program was previously administered by the California Department of Transportation (Caltrans). To help identify the best way to implement the changes to 5310 under MAP-21, Caltrans commissioned the Mineta Transportation Institute to conduct research and facilitate a dialogue with the state's 5310 stakeholders.

MAP-21 introduced the following important administrative changes to the FTA Section 5310 program:

- The 5310 program inherited eligible projects and funding from repealed FTA Section 5317 (New Freedom). Thus, while the dollar amount of the 5310 program's annual funding increased from roughly \$14 million to \$29 million, the mandate for projects funded under 5310 expanded proportionately.
- At least 55 percent of the funds available to the program must be used for traditional 5310 projects. The remaining 45 percent can be used on New Freedom-type projects.

Program administration can be shifted away from Caltrans to large-urban-area MPOs or eligible large UZA agencies for their appropriate jurisdictions.

## Study Methods

The MTI team conducted interviews with key stakeholders and Caltrans staff and performed in-depth quantitative analysis of the program's existing administrative activities. This research was followed by two statewide 5310 program workshops and an online survey of stakeholder opinions to facilitate discussion and reach consensus on how the new MAP-21 program should be implemented.

## Findings

The major findings from this research and dialogue were:

During the first workshop, stakeholders proposed three options for implementing 5310 statewide:

- Option #1: Continue with the current administrative system under Caltrans.
- Option #2: MPOs take over administration for their respective large UZAs ("full transition").
- Option #3: Administrative hybrid – Partnership between MPOs and Caltrans to jointly run the program.

*If MPOs took over the program for their urbanized areas, the state as a whole would see significantly reduced benefits from the program.*

Exploration of these options yielded the following observations:

- Full transition could significantly reduce the benefits of the 5310 program for the entire state.
- Full transition could leave smaller MPOs without sufficient administrative funds to adequately run the program in their jurisdictions.
- Stakeholders are concerned that their local project funding priorities may not receive enough attention if Caltrans retains sole administrative responsibilities for the Program.
- A majority of stakeholders prefer the hybrid/partnership option.

The hybrid/partnership option can provide the maximum amount of flexibility for the program over the long term while building the administrative capacities of all partners.

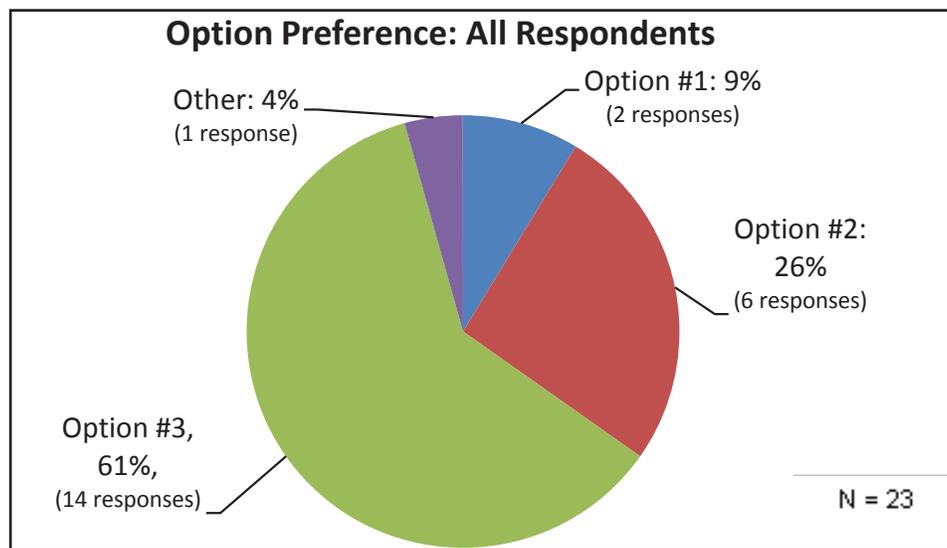


Figure 1. Preferred 5310 Implementation Option for All Stakeholders

### Policy Recommendations

This report concludes with a list of next-step action items to help stakeholders throughout the state develop their partnerships and address the changes necessary for implementation of the program. The stakeholders' reached consensus that the program should be organized to provide MPOs the option of selecting option #2 (MPOs take over administration for their respective large UZAs) or option #3 (the administrative hybrid model).

### About the Authors

MTI Research Associate Christopher Ferrell, Ph.D. began his planning career in 1995 working for the Metropolitan Transportation Commission (MTC) on Intelligent Transportation System (ITS) applications for traffic management. Since 2000, he has worked as a transportation consultant focusing on transportation and land use. MTI Research Associate Bruce Appleyard, Ph.D. is a Principal with CFA Consultants and an Assistant Professor of Urban Planning at San Diego State University.

### To Learn More

For more details about the study, download the full report at [transweb.sjsu.edu/project/1229.html](https://transweb.sjsu.edu/project/1229.html)