



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0015, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE MARCH 18, 2026

**SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT PROGRAM
AWARDS**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING Federal Transit Administration (FTA) Section 5310 funding awards totaling \$10,752,739, as shown in Attachments A, B, and C, made available to Metro through the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program;
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute pass-through funding agreements with the subrecipient agencies receiving the approved awards;
- C. DELEGATING to the CEO or their designee authority to administratively approve minor changes to the scope of approved Section 5310 awards;
- D. CERTIFYING that the Section 5310 funds are fairly and equitably allocated to eligible subrecipients and, where feasible, that projects are coordinated with transportation services assisted by other federal departments and agencies; and
- E. CERTIFYING that the Section 5310 projects selected for funding are included in the Board-adopted 2025-2028 Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan), in compliance with federal requirements.

ISSUE

The FTA apportions Section 5310 formula funding to Urbanized Areas (UZAs) as defined by the U.S. Census Bureau. As the Designated Recipient for the UZAs within Los Angeles County, Metro is responsible for administering these funds.

Following [Board adoption of the 2025-2028 Coordinated Plan](https://metro.legistar.com/LegislationDetail.aspx?ID=7479858&GUID=2C9B6E2A-9CC0-406E-A545-4189393476F8&Options=ID%7cText%7c&Search=2025-0475) [and authorization to release the](https://metro.legistar.com/LegislationDetail.aspx?ID=7479858&GUID=2C9B6E2A-9CC0-406E-A545-4189393476F8&Options=ID%7cText%7c&Search=2025-0475)

[Section 5310 solicitation <https://metro.legistar.com/LegislationDetail.aspx?ID=7660409&GUID=4AF34985-B57C-41B6-A2D9-2798033FF217&Options=ID|Text|&Search=2025-0610>](https://metro.legistar.com/LegislationDetail.aspx?ID=7660409&GUID=4AF34985-B57C-41B6-A2D9-2798033FF217&Options=ID|Text|&Search=2025-0610), Metro conducted a competitive solicitation for the 2025 funding cycle. This report seeks Board approval of the funding awards resulting from the solicitation, as detailed in Attachments A, B, and C.

BACKGROUND

The Section 5310 program is intended to enhance mobility for seniors and individuals with disabilities by reducing transportation barriers and expanding access to specialized transportation services. In California, the Governor designates a public entity to serve as the recipient of federal transportation formula funds. For Los Angeles County, Metro serves as the Designated Recipient for FTA Section 5310 funds apportioned to the Los Angeles-Long Beach-Anaheim, Lancaster-Palmdale, and Santa Clarita UZAs.

Funds apportioned to the Los Angeles-Long Beach-Anaheim UZA are shared among Metro, the Orange County Transportation Authority, and Omnitrans, with each agency administering its respective service area. This UZA spans portions of Los Angeles County, Orange County, and a small area of San Bernardino County, with funds allocated based on the eligible population within each jurisdiction's service area.

Every two to three years, Metro programs available Section 5310 funds through a combination of a competitive solicitation for eligible subrecipients, a formula-based allocation to Access Services, and funding for Metro's program administration. The Metro Board reaffirmed this approach in 2025 by allocating Section 5310 funds to Access Services and approving the solicitation that informed these funding award recommendations.

As the Designated Recipient, Metro is responsible for the planning, programming, distribution, management, and oversight of these funds in accordance with federal requirements.

DISCUSSION

The FTA Section 5310 program provides capital and operating assistance to support public transportation projects that; a) are planned, designed, and carried out to meet the special needs of seniors (age 65 and older) and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable; b) exceed the requirements of the Americans with Disabilities Act (ADA) of 1990; c) improve access to fixed route service and decrease reliance on ADA-complementary paratransit, and d) provide alternatives to public transportation projects for seniors and individuals with disabilities.

Per federal requirements, all projects funded through this solicitation are required to align with the priorities identified in the 2025-2028 Coordinated Plan, as adopted by the Metro Board in July 2025.

Section 5310 funds may be used for traditional capital, other capital, and operating projects. Eligible applicants include: (1) private nonprofit organizations recognized under 26 U.S.C. 501(c) and exempt from taxation under 26 U.S.C. 501(a) or recognized as a nonprofit under State law with proper documentation; (2) state or local governmental authorities; and (3) operators of public transportation.

Funding Availability

Metro made a total of \$10,752,739 in Section 5310 funds available through the competitive solicitation released on September 26, 2025. This amount consists of Federal Fiscal Years 2024 and 2025 Section 5310 apportionments authorized by the Infrastructure Investment and Jobs Act (Pub. L. 117-58).

Of this total, \$10,218,282 was allocated to the Los Angeles-Long Beach-Anaheim UZA for a total of 22 awards out of 42 applications, \$311,667 to the Lancaster-Palmdale UZA for the one application received, and \$222,790 to the Santa Clarita UZA for the one application received.

Competitive Application Process

As the Designated Recipient, Metro allocates Section 5310 funds fairly and equitably to projects that demonstrate the greatest mobility need and potential benefit. This approach ensures effective use of federal funds and compliance with FTA requirements.

On September 26, 2025, Metro released the Board-approved 2025 Section 5310 Solicitation for Proposals. Applications were due on November 14, 2025. Eligible applicants were permitted to submit one or more applications across eligible funding categories, subject to a maximum request of \$800,000 per applicant.

Applications were evaluated, scored, and ranked based on consistency with Section 5310 program eligibility, the priorities in the Board-adopted Coordinated Plan, and the evaluation criteria outlined in the solicitation, including projects within Metro's Equity Focus Communities.

Solicitation Outreach

Metro implemented a robust outreach and engagement strategy to promote awareness of the funding opportunity and encourage broad participation throughout Los Angeles County. Outreach efforts built upon engagement conducted during development of the Coordinated Plan and included email notifications to more than 5,700 stakeholders, website postings, and targeted outreach to nonprofit organizations serving seniors and individuals with disabilities.

Solicitation notices were also shared with all Los Angeles County Councils of Governments and presented to Metro advisory subcommittees, including the Bus Operations Subcommittee, Local Transit Systems Subcommittee, Accessibility Advisory Committee, Aging and Disability Transportation Network, and Streets & Freeways Subcommittee. In addition, 11 community-based organizations that participated in the Coordinated Plan process assisted in publicizing the opportunity through their networks.

Metro also hosted a potential applicant webinar on October 7, 2025, attended by more than 56 participants representing all five Los Angeles County Supervisorial Districts. This webinar provided an overview of eligibility requirements, the application process, post-award compliance expectations, and an opportunity for questions.

Evaluation of Proposals

Metro received 42 applications requesting more than \$19.6 million in federal funding. Applications were evaluated by a panel of internal and external reviewers using the Board-approved evaluation criteria included in Attachment D.

Project rankings were established based on the average scores assigned by panel members. Funding awards were made based on the applicants' requested amounts, not to exceed \$800,000 per applicant, and allocated to projects ranked from highest to lowest until funds were committed. A minimum score of 70 points was required for a project to be considered eligible for funding. Final project rankings are presented in Attachments A, B, and C.

Preliminary Funding Recommendations and TAC Appeals

On January 9, 2026, Metro issued preliminary funding recommendations representing approximately 95 percent of the available Section 5310 funds. The remaining \$510,914 was reserved for the Metro Technical Advisory Committee (TAC) appeals process.

On February 4, 2026, TAC heard appeal presentations from the Pomona Valley Transportation Authority, ARC Los Angeles & Orange Counties, and the City of Glendale. These eligible applicants met the minimum score threshold but were not initially recommended for funding due to funding constraints. Following the appeal presentations, TAC approved a motion recommending that the Pomona Valley Transportation Authority receive set-aside funds to support two years of its proposed operating project, compared to the three years requested, and that the remaining set-aside amount be split evenly between ARC Los Angeles & Orange Counties and the City of Glendale to support a portion of their requested replacement vehicles. Metro staff incorporated TAC's recommendations into the final funding determinations.

The recommended funding awards presented in Attachments A, B, and C reflect the results of the competitive solicitation and TAC appeals process. The recommended awards collectively represent all five Los Angeles County Supervisorial Districts, providing broad geographic coverage and countywide benefits.

Administrative Scope Changes

Grant subrecipients may request re-scoping of their project(s) from what is approved by the Board. The proposed recommendation will delegate to the CEO or their designee authority to administratively approve minor changes to the scope of work. Minor changes include those that meet all of the following criteria: 1) The scope change is consistent with defined project limits approved by the Board; 2) the scope of work, as modified, continues to meet the original intent of the approved project scope; 3) if the scope change results in a reduced total project cost, the new total project cost shall be within 20% of the original total project cost; and 4) the parties shall maintain the original grant-to-grantee funding commitment ratio (for example, if the grantee originally committed 20% of the total project cost, with the remaining 80% comprised of Section 5310 funds, those percentages shall apply to the new total project cost).

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have no impact on the safety of Metro's customers and employees.

FINANCIAL IMPACT

There is no financial impact to Metro for FY 2026. As these are multi-year projects, the Cost Center Manager for 0441 (Subsidies to Others) and the Chief Planning Officer will be responsible for including the necessary budget in future years. The Section 5310 funds must be obligated by the end of FY 2026 to avoid lapsing. Project number 500005.

Impact to Budget

All recommended actions will be fully funded by FTA Section 5310 program funds and awardee local match funds. No other Metro funds will be required. Section 5310 funds are not eligible for Metro's bus and rail operating and capital expenditures.

EQUITY PLATFORM

The 2025 Section 5310 Competitive Solicitation process and resulting funding awards aligned with and advanced Metro's Equity Platform through the application of three core pillars: Define and Measure, Listen and Learn, and Focus and Deliver. The planning, outreach, evaluation, and award determination for this funding opportunity demonstrated Metro's continued commitment to equitable access to mobility for seniors and individuals with disabilities.

In alignment with Define and Measure, the Section 5310 program incorporated equity-based analyses into the solicitation and evaluation process, including ZIP Code-level demographic mapping and the prioritization of designated Equity Focus Communities (EFCs), to identify areas with the greatest unmet transportation needs. These areas include low-income neighborhoods and communities of color with high concentrations of seniors and individuals with disabilities. The application evaluation criteria explicitly rewarded projects proposing continued, new, enhanced, or expanded services in EFCs, reinforcing Metro's commitment to communities with the greatest need.

Consistent with Listen and Learn, outreach for the funding opportunity built upon extensive community engagement conducted during the development of the 2025-2028 Coordinated Plan. Metro conducted targeted outreach through multiple channels, including email notifications to more than 5,700 active stakeholders, postings on the Section 5310 page of Metro's website, and direct outreach to nonprofit organizations that serve seniors and individuals with disabilities. The solicitation was also shared with Metro advisory subcommittees, Los Angeles County Councils of Governments, and 11 community-based organizations that supported public engagement during the Coordinated Plan process. These organizations, which serve a broad range of equity priority populations and geographic areas, helped expand awareness of the funding opportunity and encourage broad participation.

Through Focus and Deliver, the Section 5310 solicitation applied a prioritized project framework that directed funding toward services with the greatest potential to close mobility gaps for seniors and individuals with disabilities. Evaluation criteria emphasized projects that improved geographic coverage, service quality, and access to opportunities, particularly in underserved communities. By funding projects that aligned with community-identified priorities in the Board-adopted Coordinated Plan, Metro advanced its goal of reducing transportation disparities and improving quality of life in underserved areas.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people, goods, and communities with unique transportation needs

This Board item will likely increase VMT in Los Angeles County, as it includes funding awards for projects that implement new, enhanced, and expanded on-demand, door-to-door, and other demand-responsive transportation services for seniors and individuals with disabilities. These specialized transportation services often involve individualized routing and vehicle trips that may increase VMT. However, they provide critical mobility for populations who are not effectively served by fixed-route transit and fill essential transportation gaps. These services are vital for enhancing mobility, safety, and independence among some of the County's most underserved residents.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods. The FTA Section 5310 program reflects Metro's responsibility to deliver projects and programs that balance the goal of reducing VMT with the necessity to provide transportation options that effectively serve all Los Angeles County residents.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling; and

Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could choose not to approve of some or all of the recommended actions. However, this alternative is not recommended. Failure to approve and allocate the proposed Section 5310 funds would jeopardize specialized transportation services for seniors and individuals with disabilities. It would also place Metro in non-compliance with federal transit law under the FTA Section 5310 Program, and prevent the agency from fulfilling its responsibilities as the Designated Recipient of Section 5310 funds. As a result, Metro could become ineligible to receive future Section 5310 funding. Additionally, the agency risks forfeiting currently available funds, due to lapsing, if they are not obligated on time.

NEXT STEPS

Upon Board approval, Metro will submit a Section 5310 grant application to the FTA on behalf of all approved projects. Following FTA approval, Metro will execute pass-through funding agreements and oversee project implementation to ensure Section 5310 program consistency and federal compliance.

ATTACHMENTS

Attachment A - Los Angeles-Long Beach-Anaheim Urbanized Area

Attachment B - Lancaster-Palmdale Urbanized Area

Attachment C - Santa Clarita Urbanized Area

Attachment D - Evaluation Criteria

Prepared by: Ruben Cervantes, Senior Manager, Countywide Planning & Development, (213) 547-4323

Dustin Sifford, Principal Transportation Planner, Countywide Planning & Development, (213) 922-4817

Anne Flores, Senior Director, Countywide Planning & Development, (213) 922- 4894

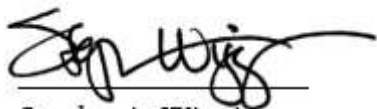
Isidro Panuco, Deputy Executive Officer, Countywide Planning & Development, (213) 547-4372

Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418- 3433

Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

FTA SECTION 5310 PROGRAM

LOS ANGELES/LONG BEACH/ANAHEIM
URBANIZED AREA

Rank	Applicant	Projects <u>Recommended</u> for Funding Award	Vehicles	Project Cost	Local Match	Recommended Award
1	City of Pasadena	Pasadena Mobility Management Project: Traditional Capital Assistance to Implement Pasadena Mobility Management Project for Three (3) Years.	0	\$638,633	\$63,864	\$574,769
2	City of San Fernando	Truman Street Mobility Enhancement Project: Other Capital Assistance to Enhance Physical Infrastructure on Truman Street to Improve Access to Bus Stops and Routes.	0	\$889,000	\$89,000	\$800,000
3	Braille Institute of America, Inc.	Braille Institute Travel Training Project: Operating Assistance to Implement a Disability-Focused Travel Training Program for Two (2) Years.	0	\$650,000	\$162,500	\$487,500
4	AltaMed Health Services Corporation	AltaMed Vehicle Replacement and Expansion Project: Traditional Capital Assistance to Purchase Two (2) Class B Buses for Replacement and Four (4) Class B Buses for Expansion.	6	\$840,000	\$84,000	\$756,000
5	City of Santa Monica Big Blue Bus	Mobility on Demand Every Day (MODE) Program: Operating Assistance to Continue Operating the On-Demand MODE Program for Two (2) Years with Expanded Service Hours.	0	\$281,490	\$70,490	\$211,000
6	City of Downey	Downey Accessible Doors Project: Other Capital Assistance to Purchase and Install Two (2) Automatic Opening Doors to Improve Access to Fixed Route and Dial-A-Ride Services.	0	\$28,500	\$2,850	\$25,650
7	Los Angeles Jewish Health	LAJH Vehicle Expansion Project: Traditional Capital Assistance to Purchase Three (3) Class B Buses for Expansion.	3	\$461,574	\$46,156	\$415,418
8	City of El Monte	El Monte Vehicle Replacement Project: Traditional Capital Assistance to Purchase Two (2) Class B Buses and Three (3) Class P Vans for Replacement.	5	\$990,000	\$190,000	\$800,000
9	City of Whittier	Whittier Vehicle Replacement Project: Traditional Capital Assistance to Purchase Five (5) Class C Buses and One (1) Class D Van for Replacement.	6	\$850,000	\$85,000	\$765,000
10	Haynes Family of Programs	Haynes Family of Programs Vehicle Replacement: Traditional Capital Assistance to Purchase Two (2) Class V Vans for Replacement.	2	\$220,000	\$22,000	\$198,000
11	Valley Village	Valley Village Vehicle Replacement and Expansion Project: Traditional Capital Assistance to Purchase One (1) Class D Van for Replacement and Two (2) Class D Vans and One (1) Class V Van for Expansion.	4	\$566,000	\$56,600	\$509,400
12	Los Angeles County Aging & Disability Department (LACAD) ¹	New Freedom Transportation Operations: Operating Assistance to Continue the Volunteer Driver Mileage Reimbursement Program and Taxicab Services Program for up to Two (2) Years.	0	\$354,391	\$88,848	\$265,543
13	PIH Health Foundation	Good Samaritan Hospital Transportation Program: Operating Assistance to Continue the Good Samaritan Hospital Transportation Program for Three (3) Years.	0	\$647,568	\$247,568	\$400,000
14	PIH Health Foundation	Whittier-Downey Hospital Transportation Program: Operating Assistance to Continue the Whittier-Downey Hospital Transportation Program for Two (2) Years.	0	\$784,128	\$384,128	\$400,000
15	City of Los Angeles Department of Transportation (LADOT)	LADOT Vehicle Replacement Project: Traditional Capital Assistance to Purchase Six (6) Class Z-1 Electric Vans for Replacement.	6	\$889,000	\$89,000	\$800,000
16	Community Partners	Move LA Travel Training Program: Operating Assistance to Implement a Travel Training Program for Individuals with Disabilities for Two (2) Years.	0	\$500,000	\$125,000	\$375,000

FTA SECTION 5310 PROGRAM

LOS ANGELES/LONG BEACH/ANAHEIM URBANIZED AREA

17	Institute for the Redesign of Learning	IRL Vehicle Replacement Project: Traditional Capital Assistance to Purchase Five (5) Class A Buses for Replacement.	5	\$700,000	\$70,000	\$630,000
18	City of Pasadena	Pasadena Mystery Rider Program: Operating Assistance to Implement a Pasadena Mystery Rider Program for Two (2) Years to Improve Fixed-Route and Dial-A-Ride Services for Seniors and Individuals with Disabilities.	0	\$160,000	\$40,000	\$120,000
19	Villa Esperanza Services	Villa Esperanza Vehicle Replacement Project: Traditional Capital Assistance to Purchase Three (3) Class A Buses and One (1) Class C Bus for Replacement.	4	\$570,000	\$57,000	\$513,000
20	New Horizons	New Horizons Vehicle Expansion Project: Traditional Capital Assistance to Purchase Four (4) Class D Vans for Expansion.	4	\$400,000	\$40,000	\$360,000
21	Los Angeles Jewish Health	LAJH Transportation Operations Expansion Project: Operating Assistance to support Three (3) Drivers to Operate New Expansion Buses for Two (2) Years.	0	\$311,503	\$31,150	\$280,353
22	Pomona Valley Transportation Authority	PVTA Travel Training Program: Operating Assistance to Continue a Travel Training Program for Seniors and Individuals with Disabilities in the Pomona Valley for Two (2) Years.	0	\$246,275	\$61,569	\$184,706
23	The ARC Los Angeles & Orange Counties	ARC Vehicle Project: Traditional Capital Assistance to Purchase Two (2) Class D/V Vans for Replacement.	2	\$192,747	\$19,275	\$173,472
24	City of Glendale	Glendale Vehicle Replacement Project: Traditional Capital Assistance to Purchase One (1) Class G Bus for Replacement.	1	\$192,747	\$19,275	\$173,472
Totals			48	\$12,363,556	\$2,145,273	\$10,218,282

¹ Supported by multiple Urbanized Area funding sources

Rank	Applicant	Projects <u>Not Recommended</u> for Funding Award	Vehicles	Project Cost	Local Match	Requested Award
25	Momentum Agencies	Momentum Vehicle Replacement Project: Traditional Capital Assistance to Purchase Five (5) Class B Buses for Replacement.	5	\$700,000	\$80,000	\$620,000
26	Valley Village	Valley Village Mobility Management Program: Traditional Capital Assistance to Enhance the Mobility Management Program for Two (2) Years.	0	\$120,000	\$24,000	\$96,000
27	San Fernando Valley InterCommunity Council	SFVIC Vehicle Replacement Project: Traditional Capital Assistance to Purchase Five (5) Class C Buses for Replacement.	5	\$1,570,992	\$820,992	\$750,000
28	Therapeutic Living Centers for the Blind	TLC Vehicle Replacement and Expansion Project: Traditional Capital Assistance to Purchase Two (2) Class D and Four (4) Class V Vans for Replacement and One (1) Class D Van for Expansion.	7	\$740,000	\$74,000	\$666,000
29	Torrance Transit Systems	Connect Torrance Microtransit: Operating Assistance to Support On-Demand Microtransit in Torrance for Two (2) Years.	0	\$1,000,000	\$250,000	\$750,000
30	Pomona Valley Transportation Authority	PVTA Ready Now Program: Operating Assistance to Continue the Ready Now Transportation Program for Three (3) Years.	0	\$990,000	\$490,000	\$500,000

FTA SECTION 5310 PROGRAM
LOS ANGELES/LONG BEACH/ANAHEIM
URBANIZED AREA

31	City of Monrovia	GoMonrovia Program: Operating Assistance to Continue GoMonrovia Program for Two (2) Years.	0	\$800,000	\$200,000	\$600,000
32	Disabled Resources Center, Inc.	DRC Travel Training Program: Operating Assistance to Continue a Travel Training Program for Three (3) Years.	0	\$525,738	\$131,435	\$394,303
33	New Horizons	New Horizons Transportation Operations Expansion Project: Operating Assistance to Support New Expansion Vans for Three (3) Years.	0	\$742,392	\$342,392	\$400,000
34	Junie's House Nonprofit	Junie's House Vehicle Expansion Project: Traditional Capital Assistance to Purchase Three (3) Class V Vans for Expansion.	3	\$344,500	\$34,450	\$310,050
35	City of Malibu	Malibu Dial-A-Ride Program: Operating Assistance to Support the City's Dial-A-Ride Program for Two (2) Years.	0	\$866,667	\$216,667	\$650,000
36	Mass Liberation	Mass Liberation Vehicle Expansion Project: Traditional Capital Assistance to Purchase One (1) Class C Bus for Expansion.	1	\$150,000	\$15,000	\$135,000
37	AgingNext, Inc.	AgingNext Mobility Management Program: Traditional Capital Assistance to Continue a Mobility Management Program for Three (3) Years.	0	\$624,700	\$156,175	\$468,525
38	AgingNext, Inc.	AgingNext Volunteer Driver Program: Operating Assistance to Continue a Volunteer Driver Program for Three (3) Years.	0	\$441,966	\$110,491	\$331,474
39	YWCA Greater Los Angeles	Empowered Journeys Transportation Operations Project: Operating Assistance to Support New Expansion Vehicles for Two (2) Years.	0	\$570,140	\$140,714	\$429,426
40	Tarzana Treatment Center, Inc.	TTC Youth Services Vehicle Expansion Project: Traditional Capital Assistance to Purchase (One) 1 Class V Van to Expand Youth Services Program.	1	\$110,000	\$11,000	\$99,000
41	YWCA Greater Los Angeles	Empowered Journeys Vehicle Expansion Project: Traditional Capital Assistance to Purchase Four (4) Class D Vans for Expansion.	4	\$358,500	\$43,020	\$315,480
42	Tarzana Treatment Center, Inc.	TTC Senior Services Vehicle Expansion Project: Traditional Capital Assistance to Purchase (One) 1 Class D Van to Expand Program for Homeless Seniors.	1	\$100,000	\$10,000	\$90,000
Totals			27	\$10,755,595	\$3,150,336	\$7,605,259

FTA SECTION 5310 PROGRAM

LANCASTER/PALMDALE
URBANIZED AREA

Rank	Applicant	Projects <u>Recommended</u> for Funding Award	Vehicles	Project Cost	Local Match	Recommended Award
1	Los Angeles County Aging & Disability Department (LACAD) ¹	New Freedom Transportation Operations: Operating Assistance to Continue its Volunteer Driver Mileage Reimbursement Program and Taxicab Services Program for up to Two (2) Years.	0	\$415,556	\$103,889	\$ 311,667
Totals			0	\$415,556	\$103,889	\$ 311,667

¹ Supported by multiple Urbanized Area funding sources

FTA SECTION 5310 PROGRAM

SANTA CLARITA
URBANIZED AREA

Rank	Applicant	Projects <u>Recommended</u> for Funding Award	Vehicles	Project Cost	Local Match	Recommended Award
1	Los Angeles County Aging & Disability Department (LACAD) ¹	New Freedom Transportation Operations: Operating Assistance to Continue its Volunteer Driver Mileage Reimbursement Program and Taxicab Services Program for up to Two (2) Years.	0	\$297,054	\$74,264	\$222,790
Totals			0	\$297,054	\$74,264	\$222,790

¹ Supported by multiple Urbanized Area funding sources

EVALUATION CRITERIA

The following summarizes the project narrative application requirements and the corresponding maximum points possible for each section (100 points total).

A. Scope of Work, Need, Objectives, Coordination and Outreach (Up to 35 points)

- Existing services and target populations served; description of transportation need; proposed scope of work including new, continued, enhanced, or expanded services; project objectives; alignment with Section 5310 program goals; project readiness, schedule, and use of requested funds; completion of required supporting forms and documentation, as applicable (30 points).
- Project development and/or implementation coordination with transportation providers, human services agencies, and other stakeholders to improve coordination and avoid duplication (3 points).
- Marketing, outreach, and public awareness strategies to promote the project and encourage participation (2 points).

B. Coordinated Plan and Equity Focus Communities (Up to 25 points)

- Priority ranking of the proposed project based on the 2025 - 2028 Coordinated Plan prioritization table, including consideration of Designated Priority Areas and Equity Focus Communities, and proportional allocation across multiple priorities, if applicable (20 points).
- Demonstration of how the project addresses identified gaps and barriers and aligns with goals and strategies in the Plan, supported by qualitative and quantitative data (5 points).

C. Project Delivery Plan (Up to 20 points)

- Project delivery approach, implementation schedule and milestones; experience providing transportation or human services; experience delivering federally funded projects; roles and qualifications of key personnel; and proposed procurement approach for third-party contracts, if applicable (10 points).
- Contingency planning to avoid service disruptions, including staffing, mechanical, and technical considerations, as well as driver training and fleet maintenance practices, as applicable (5 points).
- Experience managing federal and non-federal grants, including invoicing, reimbursement, reporting practices, and internal controls (5 points).

D. Performance Measures (Up to 10 points)

- Identification of required quantitative and qualitative performance measures applicable to the project type, including methodology used to develop performance estimates (6 points).
- Use of performance measures to evaluate project effectiveness and strategies to mitigate underperformance (2 points).
- Tools and procedures to collect, track, and report project performance (2 points).

E. Budget and Project Readiness (Up to 10 points)

- Completion of the Project Financial Plan; budget assumptions and cost basis; identification of all funding sources; eligibility and amount of requested Section 5310 funds; and documentation of required local cash or in-kind match (7 points).
- Demonstration that the proposed project schedule is realistic and allows for full project completion within the funding period (3 points).



FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROGRAM AWARDS

Planning and Programming Committee

March 18, 2026



File # 2026-0015

Approve Recommendation

Federal Transit Administration Section 5310 Program Awards

Recommendation:

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FTA Section 5310 Background

- > Metro is LA County's Designated Recipient and Administrator of FTA Section 5310 funds for the Los Angeles–Long Beach–Anaheim, Lancaster–Palmdale, and Santa Clarita Urbanized Areas.
- > Section 5310 funds support capital and operating projects serving seniors and individuals with disabilities.
- > Following [Board adoption of the 2025–2028 Coordinated Plan](#) and [authorization to release the Section 5310 solicitation](#), Metro conducted a competitive solicitation for the 2025 funding cycle.
- > Board approval is required to proceed with funding awards identified in Attachments A, B, and C.
- > All recommended awards align with the Board-adopted Coordinated Plan to improve and expand mobility options for seniors and individuals with disabilities throughout LA County.



Funding Availability and Outreach

- > \$10.75 million in Section 5310 funds are available through the 2025 competitive solicitation.
- > Funds were allocated by Urbanized Area: Los Angeles–Long Beach–Anaheim (\$10.22M), Lancaster–Palmdale (\$311,667), and Santa Clarita (\$222,790).
- > The Board-approved 2025 Section 5310 Solicitation was released on September 26, 2025, with applications due November 14, 2025 (up to \$800,000 per applicant).
- > Extensive countywide outreach efforts included:
 - o Notifications to 5,700+ public and non-profit stakeholders
 - o Distribution through the networks of 11 community-based organizations and all LA County Councils of Governments
 - o An applicant webinar with 56 participants representing all five LA County Supervisorial Districts
 - o Presentations to five Metro advisory subcommittees



Evaluation and Preliminary Awards

- > 42 applications were received and evaluated, requesting \$19.6 million; projects scoring 70+ points are eligible.
- > 23 projects totaling \$10.75 million are recommended following the evaluation and Metro TAC appeals process.
- > Recommended awards support both public and nonprofit providers, including 10 governmental and 13 nonprofit projects.
- > 48 paratransit vehicles will be replaced or added through capital projects to improve service capacity and reliability.
- > 9 operating projects will support volunteer driver, on-demand, and door-to-door transportation services.
- > 4 mobility management and travel training projects will enhance trip planning, rider education, and independent mobility for seniors and individuals with disabilities.
- > Recommended awards provide benefits throughout LA County and ensure geographic equity across all five LA County Supervisorial Districts



Next Steps

- > Approve Staff Recommendations for Section 5310 Awards.
- > Submit a Section 5310 grant application to the FTA on behalf of all approved projects.
- > Execute pass-through funding agreements and oversee project implementation to ensure program consistency and federal compliance.

