



REGIONAL COORDINATION AND COLLABORATION

This year the 5310 Funding Selection Committee will be offering priority status to all projects that include a clear description of projects and/or outcomes that address the regional coordination and collaboration goals outlined in the WAMPO Coordinated Plan (click [HERE](#) to view) and envisioned in our long-rang transportation plan, [REIMAGINED MOVE 2040](#).

Regionally coordinated and/or collaboratory 5310 projects will be those that contribute to enhancement of the transportation system to meet the specific needs of seniors and people with a disability.

Priority consideration will be given to project proposals that clearly articulate partnerships and/or coordination among agencies/jurisdictions/businesses to provide new or continuing options that increase the accessibility and quality of life for our target populations. Coordination and collaboration among and between geographic areas and/or providers/jurisdictions are highly encouraged.

While creativity, community-based need, and partnership are highly encouraged, here are some ideas and options for regionally coordinated projects and collaborations:

1. 3rd Party Contracting:

This funding allows for the capital cost of contracting for the provision of transit services for seniors and individuals with disabilities and other specialized shared-ride transportation services.

2. Regional Connections:

During WAMPOs public engagement sessions, we heard from residents all around the region. During this time, we learned that access to work and other essential services (grocery, doctor, church) was often challenging for seniors and those with a disabilities. Whether it be the cost, hours, days, or the availability of inter-jurisdictional travel, the reasons were many. Project proposals with regional connections bridging the gaps between communities and the resources they need and want will be highly prioritized.

Potential projects in this category may also include those that minimize geographic barriers among and between communities and/or providers to help support accessibility and address connectivity gaps in the urbanized area.

3. Infrastructure needs that serve multiple populations.

This funding allows for the capital costs associated with additions or changes to physical infrastructure (e.g., transportation facilities, sidewalks, etc.).

Improvements for accessibility at existing transportation facilities that are clearly intended to remove barriers and/or enhance accessibility to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail, and rapid rail.

This may include:

- a. Building an accessible path to a bus stop that is currently inaccessible, including curbcuts, sidewalks, accessible pedestrian signals, or other accessible features;
- b. Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA;
- c. Improving signage or wayfinding technology; or
- d. Implementation of other technology improvements that enhance accessibility for people with disabilities including ITS.

4. Regional Coordination:

This funding allows for the capital costs associated with the support for and coordination of programs among public transportation providers and other human service agencies providing transportation.

Sometimes referred to as “mobility management,” this eligible capital cost should aid in increasing the transportation access for target populations beyond those served by any one agency or organization within a community.

For example, a nonprofit agency could receive Section 5310 funding to support the administrative costs of sharing services it provides to its own clientele with other seniors and/or individuals with disabilities and coordinate usage of vehicles with other nonprofits, but not the operating costs of service.

Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service.

Mobility management activities may also include:

- a. The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals;
- b. Support for short-term management activities to plan and implement coordinated services;
- c. The support of state and local coordination policy bodies and councils;
- d. The operation of transportation brokerages to coordinate providers, funding agencies, and passengers;

- e. The provision of coordination services, including employer-oriented transportation management organizations' and human service organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
- f. The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- g. Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of geographic information systems (GIS) mapping, global positioning system technology, coordinated vehicle scheduling, dispatching and monitoring technologies, as well as technologies to track costs and billing in a coordinated system, and single smart customer payment systems. (Acquisition of technology is also eligible as a standalone capital expense).

For more information about these and other eligibility 5310 activities, download a copy of the FTA 5310 Circular at www.wampo.org/paratransit.