



## Information Update – Section 5307/5311 Allocation Analysis Update

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**To:** Chair and Board of Directors  
**Through:** President/CEO Inez P. Evans  
**From:** Manager of Special Projects and Regional Mobility Integration Ryan Wilhite  
**Date:** February 9, 2021

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### CONSIDERATION OF SECTION 5307/5311 ALLOCATION ANALYSIS UPDATE

**BACKGROUND:**

At the July committee and Board meetings, IPTC staff provided a detailed update to the Service and Finance Committees regarding the Section 5307/Section 5311 Allocation Plan, which is being led by the Indianapolis Metropolitan Planning Organization (IMPO), in coordination with IPTC, the Central Indiana Regional Transportation Authority (CIRTA), and the Central Indiana region’s rural providers. RLS & Associates is the lead consultant on the project. The purpose of this plan is to determine how Federal Transit Administration (FTA) formula funding for the region will be administered and allocated. To date, planning activities have centered around two key components for the plan: sub-allocation of federal dollars generated by the region, and grant administration.

The Indiana Department of Transportation (INDOT) has informed the region that, effective January 1, 2022, funding for Section 5311 will be reduced to reflect the growth of the urbanized area. The providers in the counties outside of Marion County have already begun reporting trips as urban trips, entitling any of the eligible agencies to receive 5307/5340/5339 funding.

IPTC is currently the designated recipient for Section 5307/5340 funding and splits, or sub-allocates, this funding with CIRTA. IPTC is also the designated recipient for Section 5339 funding and does not split the funds. IPTC is the designated recipient and grant administrator for Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities. INDOT is the recipient of Section 5311 funding and passes this funding to the suburban agencies through county fiscal bodies.

**UPDATE:**

RLS and the IMPO have compiled a draft final report that will be presented to IMPO Transportation Policy Committee (TPC) when the direct recipient for the suburban agencies is decided. IPTC and CIRTA met with the suburban providers on Friday, February 5, to answer any questions the providers may have about administration. At that meeting, the suburban providers recommended that IPTC become the direct recipient and grant administrator for the suburban areas. The IMPO Transportation Policy Committee (TPC) will be reviewing and potentially voting on February 17 regarding the Section 5307 plan.

IPTC staff are working on the FY2021 split letter. A previous estimation by myself resulted in an incorrect forecast for IPTC’s portion of the FY2021 and ongoing appropriation. At the meeting with CIRTA, IPTC, and IMPO on February 4, CIRTA provided its project request, which includes three (3) workforce connectors and is almost double its FY2020 request. The FY2021 split letter will be the first to include the suburban area providers.

IPTC staff are working on documentation for the Section 5339, Bus and Bus Facilities. IPTC will administer the program on a competitive basis. This will require the generation of documents for a call for projects; there is no timeline for that call this year but IPTC staff hope to conduct it as soon as possible.

**RECOMMENDATION:**

Receive the update.

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