



2026 FTA Section 5310 pre-application workshop

June 17, 2026

QUESTION AND ANSWER SESSION

For any questions not covered in this document, please contact Lukas Yanni at lyanni@marc.org for more information.

Q: Procurement – Does The Kansas City Area Transportation Authority (KCATA) provide a menu of vehicles to pick from?

A: No. We encourage you to research accordingly on the ADA bus or van of your choice.

Q: Procurement – How do the sub-recipient estimate the cost of a vehicle?

A: Research your vehicle of choice accordingly and consider referring to other partner agencies.

Q: Driver – What kind of training does the driver need to have?

A: Driving a Section 5310 vehicle (typically a paratransit shuttle, modified van, or minibus) requires a standard **Class D or E** Missouri license, provided the vehicle holds fewer than 16 passengers including the driver and weighs under 26,000 lbs. Commercial Driver's Licenses (CDLs) are only required for vehicles designed to carry 16 or more passengers.

Federal guidelines (FTA/ADA) demand that all drivers operating Section 5310 vehicles complete specialized, agency-approved training before transporting older adults or passengers with disabilities. Standardized driving instruction should cover:

- **ADA Sensitivity & Awareness:** Proper communication, etiquette, and assistance for seniors and individuals with disabilities.
- **Wheelchair Securement:** Hands-on operation of wheelchair lifts, ramps, and the 4-point occupant tie-down and restraint systems (often certified via programs like PASS Training).
- **Defensive Driving:** Managing blind spots, wide-turn navigation, and passenger safety during transit.
- **Pre/Post-Trip Inspections:** Routine maintenance and checks required by the [Missouri Department of Revenue](#) and KCATA.

Q: Driver - Where do you get driver training from and how in depth is it?

A: In Kansas City, FTA/ADA driver training for Section 5310 vehicles is coordinated primarily through state departments of transportation. Training covers passenger assistance techniques, wheelchair securement, and defensive driving.

Depending on whether your agency operates in Missouri or Kansas, you can access free or low-cost training programs from the following sources:

Missouri Providers

- **Missouri RTAP:** Managed by the Missouri University of Science and Technology (MS&T) on behalf of MoDOT, the Rural Transit Assistance Program (RTAP) offers free on-site training including defensive driving, emergency procedures, and passenger assistance.
- **Missouri Public Transit Association (MPTA):** MPTA regularly partners with MoDOT to provide training for Section 5310 recipients on topics like DOT safety compliance, operator authority regulations, and drug and alcohol testing for larger capacity (16+ passengers) vehicles. You can view their event calendar on the [MPTA Educational Resources](#) page.

Kansas Providers

- **Kansas RTAP:** Administered by the University of Kansas Transportation Center (KUTC), Kansas RTAP offers certified courses specifically designed for transit workers, covering *Defensive Driving and Passenger Assistance* as well as emergency procedures. For schedules and registration, visit the KUTC RTAP Courses portal.

Q: Audit – How do you monitor the sub-recipients and what happens if they get off track?

A: KCATA monitors its FTA Section 5310 subrecipients through inter-local agreements, financial/performance reporting, and coordinated oversight with the Mid-America Regional Council (MARC).

Subrecipient monitoring involves the following specific processes and mechanisms:

- **Inter-local Agreements:** KCATA enforces federal program requirements and compliance by executing formal agreements with all subrecipients.
- **Financial Oversight & Reimbursements:** KCATA passes through FTA reimbursements for eligible expenses, which requires them to receive and verify all project expenses against federal guidelines (2 CFR 200).
- **Performance & Status Reporting:** Subrecipients must submit regular financial and performance status reports. KCATA uses this data to complete progress reports in the FTA's electronic grants management system.
- **Competitive Selection Administration:** While KCATA is the designated recipient, it partners with MARC. MARC manages the competitive selection process, helps maintain the region's Coordinated Public Transit-Human Services Transportation Plan, and aids in project compliance reviews

Q: Buses or Vans – what are the sub-recipients' options?

A: ADA Accessible buses or vans are acceptable.

OTHER USEFUL RESOURCES AND INFORMATION:

- [FTA's Partial Buy America Waiver for Vans and Minivans](#). As FTA clarified in the previous 2022 waiver, this waiver is applicable to SUVs as long as they meet the statutory definition for a vanpool vehicle, which is seating for at least six adults not including the driver. The waiver does require certain items to still occur in the United States and those

reports can be found here: <https://www.nhtsa.gov/part-583-american-automobile-labeling-act-reports>.

- [USDOT's Waiver of Buy America Requirements for De Minimis Costs and Small Grants](#). This waives FTA's Buy America requirements, including its rolling stock requirement, for grants where the total amount of federal financial assistance is less than \$500,000 or where the total value for non-compliant is no more than the lesser of \$1,000,000 or 5% of the total applicable costs for the project.
- [FTA's Statutory Small Purchase Waiver](#). This waives FTA's Buy America requirements, including its rolling stock standard, when the total contract amount is \$150,000 or less.
- Leases are common in the program. Used vehicles are not. Vans typically only have a useful life of 4 to 5 years.
- SAM.gov registration must be complete before any award or pass-through of funds can be made to an applicant organization.