

5311 NonUrbanized Area Formula Program Guidance

PROGRAM GOAL

FTA defines the intentions of the Section 5311 as (1) enhancing the access of people in nonurbanized areas to health care, shopping, education, employment, public service, and recreation; (2) assisting in the maintenance, development, improvement, and use of public transportation systems in nonurbanized areas; (3) encouraging and facilitating the most efficient use of all transportation funds used to provide passenger transportation in nonurbanized areas through the coordination of programs and services; (4) assisting in the development and support of intercity bus transportation; and (5) providing for the participation of private transportation providers in nonurbanized transportation.

5311 PROGRAM ELIGIBILITY

Entities eligible to apply 5311 funds include state or local governmental authority, non-profit organizations, or operators of public transportation or intercity bus service that receives FTA grant funds indirectly through a recipient. The definition of local governmental authority includes the following: (A) a political subdivision of a State; (B) an authority of at least one State or political subdivision of a State; (C) an Indian tribe, both Federally-recognized and other Indian tribes; and (D) a public corporation, board, or commission established under the laws of a State. Eligible non-profit organizations may also service tribal transportation needs. Private for-profit operators of transit services or intercity bus services may participate in the program as third party contractors for direct recipients or Subrecipients, or as subrecipients. Public Transportation means surface transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, charter, or intercity bus transportation or intercity passenger rail transportation provided by AMTRAK.

To be considered for 5311 the recipient must be in an a rural area.

Eligible projects may include, but are not limited to capital and operating assistance to support activities such as:

- Buses
- Vans or other paratransit vehicles
- Radios and communication equipment
- Passenger shelters, bus stop signs, park and ride lots, and similar passenger amenities
- Wheelchair lifts and restraints
- Vehicle rehabilitation, remanufacture, or overhaul
- Preventive maintenance, defined as all maintenance costs
- Extended warranties which do not exceed industry standards
- The public transportation portion of ferry boats and terminals
- Operational support such as computer hardware or software
- Installation costs, vehicle procurement, testing, inspection and acceptance costs
- Construction or rehabilitation of transit facilities including design, engineering, and land acquisition

- Facilities to provide access for bicycles to transit facilities or equipment for transporting bicycles on transit vehicles
- Lease of equipment or facilities when lease is more cost effective than purchase
- The capital portion of costs for service provided under contract. The capital cost of contracting includes depreciation and interest on facilities and equipment, as well as allowable capital costs such as preventive maintenance
- Joint development improvements expressly include the following: (1) commercial and residential development; (2) pedestrian and bicycle access to a public transportation facility; (3) construction, renovation, and improvement of intercity bus and intercity rail stations and terminals; and (4) renovation and improvement of historic transportation facilities.
- Introduction of new technology, through innovative and improved products, into public transportation
- Crime prevention and security; including projects to refine and develop security and emergency response plans; projects aimed at detecting chemical and biological agents in public transportation; the conduct of emergency response drills with public transportation agencies and local first response agencies; and security training for public transportation employees; but excluding all expenses related to operations, other than such expenses incurred in conducting activities described above
- Transit-related Intelligent Transportation Systems (ITS)
- Operating expenses, at a minimum, include but are not limited to: fuel, oil, drivers' salaries and fringe benefits, dispatcher salaries and fringe benefits, and licenses.

FEDERAL/LOCAL MATCHING REQUIREMENTS

Required matching funds must be from sources other than USDOT.

- Administration: 20%
- Capital: 8%
- Operating Costs: 42.5%
- Preventive Maintenance: 8%

Use of Other Federal Funds:

Recipients may use funds from other Federal agencies (non-DOT) for the entire local match if the other agency makes the funds available to the recipient for the purpose of the project. The only DOT funds that States can use as local match for Section 5311 projects are from the Federal Lands Highway Program cited in 49 U.S.C. 5311(g)(3). Expenditure of other Federal funds for transportation outside of the scope of the project cannot be applied as a credit for local match in the FTA grant. Specific program information for other types of Federal funding is available at www.unitedweride.gov.