



**Program Overview and Goals**  
**State of California**  
**FTA Section 5311**

Federal Transit Administration (FTA) Section 5311 is a formula based program that provides funding to states for the purpose of supporting public transportation in rural areas. Rural areas encompass all populations, housing, and territory not included within an urbanized area of 50,000 or more population. Counties and regions may be entirely rural, or they may be composed of rural areas and one or more urbanized areas. JARC projects are now eligible under Section 5311 Program.

The goal of the 5311 program is to provide the following services to rural areas:

- Enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation;
- Assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas;
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services;
- Assist in the development and support of intercity bus transportation; and
- Provide for the participation of private transportation providers in rural areas.
- Improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals;
- Transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities;
- Meet the transportation needs of eligible low-income individuals, and of reverse commuters regardless of income.
- Provide financial assistance to help carry out national goals related to mobility for all, including seniors, individuals with disabilities, and low-income individuals;
- Increase availability of transportation options through investments in intercity bus services;

## **Eligible Applicants and Activities State of California FTA Section 5311**

### ***Eligible Recipients:***

Section F of the Moving Ahead for progress in the 21<sup>st</sup> Century (MAP-21), amended eligible recipients to include a State or Indian tribe that receives a federal transit program grant directly from the FTA. A subrecipient of the program includes a State or local governmental authority, a non-profit organization, or an operator of public or private transportation or intercity bus service that receives federal transit program grant funds.

### ***Eligible Operating Activities:***

Operating assistance consists of activities and services directly provided or purchased by the subrecipient. The project funds may be used for expenses such as labor, supplies, fuel, etc. Operating funds cannot be used for depreciation on vehicles purchased with federal or state dollars; expenses associated with charter and school use for vehicles; and costs associated with expenses incurred for timeframes outside of the stated operating period (such as pre-paid insurance coverage, etc.).

### ***Eligible Capital Activities (Vehicles, Equipment, Facilities & Maintenance):***

Capital expenses include buses, vans, radios and communication equipment, fareboxes, wheelchair lifts and restraints, passenger shelters, operational support such as computer hardware/software and minor construction or rehabilitation of transit facilities. In addition, vehicle inspection fees are eligible capital expenses. Another category of capital expenses is transit related “intelligent transportation system” (ITS) equipment. Examples include automated vehicle locator systems, scheduling software, information kiosks, etc.). ITS projects must be consistent with the Regional Architecture Plan. Vehicle specifications **must** be reviewed and approved by DRMT procurement staff prior to purchase. For more information, see Caltrans DRMT Federal

Vehicle Procurement Process at <http://www.dot.ca.gov/hq/MassTrans/Procurement-Grants-Management.html>.

All the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost effective manner, up to and including the current state of the art for maintaining such asset. These capital maintenance expenses are eligible to use FTA formula funding programs for these functions:

- **Vehicles:** Periodic inspections and maintenance activities based on mileage.
- **Building Components and Systems:** Periodic maintenance based on either manufacturer recommended or agency developed PM programs.

For more information, please see FTA’s “Transit State of Good Repair” at <http://www.fta.dot.gov/documents/SGR.pdf>

Capital assistance also includes the acquisition, construction, expansion, and improvement of public transit facilities, such as transit terminals, storage and maintenance garage, office facilities, and parking facilities; purchase and installation of bus shelters, benches, signage, and facilities to provide access for bicycles to facilities or equipment for transporting bicycles on transit vehicles. Environmental documents must be reviewed and approved by FTA and Plans and Specifications must be reviewed and approved by registered engineer prior to the start of the proposed project.

***Eligible Planning Activities:***

Planning is an eligible expense allowed under Section 5311 for planning activities in addition to funding awarded to a State under Section 5305 for planning activities that are directed specifically at the needs of rural areas in the State. Planning projects must be included in the Planning Work Program and can support efforts to:

1. Develop transportation plans and programs;
2. Plan, engineer, design, and evaluate a public transportation project; and
3. Conduct technical studies relating to public transportation.
4. Eligible activities include the following:
  - a. Studies related to management, planning, operations, capital requirements, and economic feasibility.
  - b. Evaluating previously financed projects.
  - c. Peer reviews and exchanges of technical data, information, assistance, and related activities in support of planning and environmental analyses among metropolitan planning organizations and other transportation planners.

Other similar and related activities preliminary to and in preparation for constructing, acquiring, or improving the operation