

Sub-part 6101 – Public Transit

Chapter 53001 Section 5311 Program Eligibility

Purpose

- 100 Provide guidance on recipient and service area eligibility requirements for grant assistance.
- 101 Describes types of eligible recipients and services that can be funded by the MDOT through the most recent version of the Section 5311 Rural General Public Transportation Program (often referred to as Nonurbanized Area Transportation Program). (The Section 5311 description may be viewed at the Federal Transit Administration website – www.fta.dot.gov.)

Section 5311 Project - Eligible Recipients

- 200 Eligible recipients of Section 5311 assistance include: municipalities; state agencies; local public bodies and agencies thereof (unless prohibited by state statutes); private non-profit organizations/groups; Indian tribes; and operators of public transportation services. Private for-profit operators, while encouraged to participate in the planning and provision of Section 5311 services, may participate directly as providers only through contracts with eligible recipients or via the MDOT's Intercity Bus Program.
- 201 Private non-profit transportation companies or corporations providing public transportation services, and private non-profit institutions of higher learning are eligible to receive Section 5311 financial assistance provided:
- the proposed services are designed and operated to ensure accessibility by the general public; and
 - the request for financial assistance is endorsed by resolution of the appropriate public governing body or bodies affected by the proposed services.
- 202 Other Eligible Recipients - prioritization and selection of Section 5311 projects for funding is the responsibility of MDOT as the designated state agency. Applicants or recipients of Section 5311 assistance involving Section 5307 or private intercity carriers will be evaluated based on provisions of the most recent version of:
- FTA Circular 9040.1E;
 - State Management Plan for Federal Transit Administration funded Transportation Programs, as appropriate and
 - Any section 5307 project involving facility construction will be performed through contract with the sponsoring organization.
(Both documents are available through the Public Transit Division)
- 203 Section 5311 projects may, with substantial justification approved by MDOT, design project services to target use by transportation disadvantaged persons (i.e., clients of human service

agencies); however, the general public must be routinely afforded the opportunity to use the transportation services.

- 204 The Public Transit Division shall utilize the guidelines contained in Chapter II, Part A of the most current approved State Management Plan in determining the eligibility of an applicant as a general public service provider.

Section 5311 Eligible Service Areas

- 300 Section 5311 funds are available to assist public transportation projects in areas having less than 50,000 population as defined in Chapter II Part B. of the most recent approved State Management Plan
- 301 The MDOT uses the terms "*non-urbanized* and *rural* areas" synonymously to mean any area outside an urbanized area, as designated by the Bureau of the Census. An urbanized area consists of a core area and the surrounding densely populated area with a population of 50,000 or more, with boundaries fixed by the Census Bureau or extended by state and local officials. Since the goal of Section 5311 is to enhance access of people living in non-urbanized areas to activities, Section 5311 projects may include the transportation of non-urbanized residents to and from urbanized areas. If Section 5311 funds are used in a joint urbanized/non-urbanized area project, Section 5311 funds should be used primarily to assist the non-urbanized portion of the service area.
- 302 For purposes of this rule, "Public Transportation" and public transit are used synonymously to mean mass transportation by bus or other conveyance, either publicly or privately owned, which provides services to the general public (not including charter, sightseeing, or exclusive school bus services) on a regular and/or continuing basis.