

Florida Department of Transportation
Capital & Operating Assistance Applications
Instruction Manual
Federal Fiscal Year 2021 / State Fiscal Year 2022



49 U.S.C. Section 5311, CFDA 20.509
Formula Grants for Rural Areas

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PLEASE NOTE

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Please Note

This grant application is color coded based on the type of award for which you are applying. Applicability specifications are also described in the Application Instruction Manual.

All Applications | Forms and exhibits in **purple** must be completed for **all** applications.

Capital Applications | Forms and exhibits in **red** must be completed for capital applications, exclusively.

Operating Applications | Forms and exhibits in **blue** must be completed for operating applications, exclusively.

1. Introduction

This instruction manual includes program information, application forms, exhibits, certifications and assurances, and instructions to enable an applicant to apply for Federal operating and/or capital under 49 U.S.C. 5311 Formula Grants for Rural Areas Program, as administered by the Florida Department of Transportation (FDOT).

Section 5311 funds/vehicles/equipment may be used for general public transit services provided in rural areas on a regular and continuing basis. To be considered rural, an area will have a population of under 50,000. 5311 funds may also be used for service provided to non-sponsored transportation disadvantaged persons and to social service clients in rural areas provided there is no restriction on public use of the service. Service may not be designed exclusively to serve the transportation requirements of social service agencies without regard for the mobility needs of the community as a whole. The need and planned use of the requested vehicles must be detailed in the **Proposed Project Description**.

Applicants providing service across urbanized/rural area boundaries must develop a method of segregating or itemizing the costs of services to demonstrate that Section 5311 funds are used primarily for rural area service. Examples of methods that may be used to allocate costs include:

- Where all passenger addresses are known, assume the percentage of those addresses located in rural areas equals the level of service in rural areas
- Segregate urbanized and rural service miles based on route maps, and allocate system-wide costs accordingly
- Utilize driver logs to segregate service mileage or hours inside and outside the urbanized area, and allocate costs accordingly

2. General Program Information

Program Administration

The Federal government allocates funds by formula to the State of Florida each year for the Section 5311 Program. FDOT has been designated by the governor of Florida to administer the program. As the program administrator, FDOT is responsible for the following services. At its discretion, FDOT may contract with a service provider to perform these services.

1. Announcement of funding availability
2. Selection of projects for funding according to approved selection criteria
3. Development and processing of agreements
4. Oversight of recipient procurement actions
5. Oversight of recipient compliance with state and federal requirements
6. Processing of recipient invoices for reimbursement

7. Provision of technical assistance regarding the section 5311 program

Authorizing legislation for the program is shown in the glossary of this manual under “Authorizing Federal and State Legislation.”

The Federal goal of the program is to enhance the access of people in rural areas to:

1. Health care, shopping, education, employment, public services and recreation
2. Assist in the maintenance, development, improvement and use of public transportation systems in rural areas
3. Encourage and facilitate the most efficient use of all federal funds used to provide passenger transportation in rural areas through the coordination of programs and services
4. Provide for the participation of private transportation providers in rural areas

In Florida, program funds shall be used to support local transit services that act to maximize the passenger carrying capacity of surface transportation facilities. Services for the transportation disadvantaged should play a significant part under this program. All recipients of funds shall provide their non-prioritization service plan (see definition in Appendix 7, Glossary) to the District to ensure access to the general public. Recurring applicants must re-submit their non-prioritization plan only if changes to the plan have been made since previous application cycle.

Eligibility Criteria

Eligibility criteria are the minimum legal eligibility requirements. Applications must provide information that identifies eligible services, eligible service areas, eligible recipients, eligible expenses, and provide evidence of local matching funds. Applicants must also ensure compliance with a number of other conditions placed on grant recipients including, but not limited to: coordination of transit services, civil rights preservation, compliance with safety and drug free work place regulations, drug and alcohol testing of safety-sensitive employees, competitive procurement of goods and services bought with grant funds, and references to the [Federal Transit Administration’s Master Agreement](#).

Eligible Recipients

Eligible recipients of Section 5311 Grants include:

- Political subdivisions of the State of Florida and agencies thereof
- Native American Tribes
- Private non-profit agencies designated as Community Transportation Coordinators (CTC) in accordance with Chapter 427, Florida Statutes
- Private for-profit agencies may receive funds through contractual arrangements with eligible recipients. The eligible recipient will be responsible for ensuring that the Private for-profit agency meets all federal and state program requirements
- All recipients who are not CTCs must enter into coordination or transportation operator contracts with the appropriate CTC for the purpose of coordinating services. Local governments providing fixed route/fixed schedule service are not required to have an agreement with the CTC

Legal Authority and Fiscal & Managerial Capability

Section 5311 applicants must have the legal authority and fiscal/managerial capability to apply for Federal assistance. Applicants are required to have sufficient local funds for match requirements and for preventative maintenance and operation of vehicles/equipment. Grant recipients are required to maintain adequate financial, maintenance, and operating records and be able to comply with FTA reporting requirements in accordance with the Uniform System of Accounts (USOA) and the National Transit Database (NTD) Reporting Manual. (49 USC 5335(a) and F.S. Chapter 341.052). Failure to properly manage, maintain, and operate vehicles/equipment could jeopardize existing and future grants and may result in the removal of vehicles/equipment. The Department will consider all items covered in the “Recipient Risk Assessment Tool” (see Appendix) in order to evaluate the risk posed by each applicant.

Eligible Expenses for Section 5311

Traditional (Capital/ Mobility Management Expenses)

Section 5311 funds may be used for the capital expense of transit services to the general public in rural areas. The federal share of eligible capital costs shall not exceed 80%.

Section 5311 applicant must be prepared to use Section 5311 funds only to assist the rural portion of those localities. Because of the wide range of circumstances under which an operator may provide services in both urbanized and rural areas, FDOT expects the subrecipient to develop a reasonable basis related to the service provided, for allocating operating costs between the two FTA funding sources.

Eligible expenses are limited to:

- Buses, vans or other paratransit vehicles (including sedans and station wagons). Agencies requesting sedans and station wagons will need to provide a service justification for those requests.
- The capital cost of contracting (see glossary in Appendix for definition)
- Radios and communications equipment
- Wheelchair lifts and restraints
- Vehicle rehabilitation
- Microcomputer hardware/software and initial installation costs
- Vehicle procurement, inspection and acceptance costs
- The introduction of new technology
- Construction or rehabilitation of transit facilities including design, engineering, and land acquisition
- Other durable goods such as spare components with a unit cost over \$300 and a useful life of more than one (1) year
- Mobility Management to enhance existing services/routes or to improve a new activity
- Planning activities

Non-traditional (Operating Expenses)

Operating expenses are those costs directly related to system operations. The Federal share for net eligible operating costs shall not exceed 50%. The other 50% funding share must be from local funding sources, which may include FDOT State funding assistance.

Eligible operating expenses include:

- Administrative, management, and operations costs directly related to public transportation services in rural areas LESS operating revenue. Operating revenue includes fares paid by passengers, whether such fares are paid at the time service is provided or via prepaid arrangements such as passes or tokens.
- The capital costs of providing services are not eligible expenses for Section 5311 Operating Assistance but may be eligible for Section 5311 Capital Assistance or similar Federal Capital Assistance.

Ineligible Expenses

- Expenses for charter service
- Expenses for school bus service
- Expenses for sightseeing bus service
- Service not open to the general public (prioritized transit service)
- Service exclusively within an urbanized area
- Depreciation expenses
- Expenses incurred prior to Federal and State approval of a grant application
- Expenses incurred prior to the execution of a Public Transportation Grant Agreement (PTGA)
- Expenses incurred prior to the Department's approval of plans, specifications, and third-party contracts

Application Deadlines

Application deadlines vary from district to district but usually fall between December and February each year. The local District Office will notify applicants of their annual application deadline. When received, FDOT District Offices evaluate applications within their respective districts and, thereafter, submit a Program of Projects (POP) to the FDOT Central Office by March of each year.

The Central Office compiles POPs from the districts and submits a statewide grant application for Federal assistance to the Federal Transit Administration (FTA) by April 1 of each year. FDOT anticipates FTA's approval of the statewide grant application (including district POP's) no earlier than July 1. The Florida Legislature also approves the general appropriation for the State's current year budget by July 1. Once Federal approval is received and the State budget finalized, District Offices may make grant awards (See "Grant Award Process" below, Section 4).

3. Section 5311 Compliance Requirements

Section 5311-awarded agencies must comply with the following program requirements:

Cost Allocation for Rural Projects

Agencies will provide the methodology for determining the non-urbanized area portion of their service prior to submitting the first invoice. The Agency will submit an updated methodology once per year.

Triennial Review

Agencies will be required to undergo a triennial review and inspection by FDOT to determine compliance with the baseline requirements. For more information see FDOT's Triennial Review Process as part of the [State Management Plan](#).

FDOT Site Reviews

Agencies will be subject to regular site inspections of vehicles, equipment, maintenance records, vehicle registration, liability insurance, and any other requirements under Section 5311.

Preventative Maintenance Plan

All agencies will include, at a minimum, procedure(s) for maintaining vehicles, facilities and any and all ADA accessibility features (template can be found in the Template section of the State Management Plan).

Vehicle Useful Life Guidelines

All agencies must conduct regular preventive maintenance and vehicle maintenance with the intent to reach "Useful Life" vehicle standards (A, B, and C inspections are performed per the PM Schedule) (see <http://tripsflorida.org/> under the Contracts tab, for vehicle useful life; or refer to Useful Life Requirements in the Appendix of this document).

Procurement

Applicants must have a procurement policy that outlines the procurement process when using federal, state and local funds. The guidebook, [Procurement Guidance for Transit Agencies](#), should be referenced in the procurement policy and utilized when entering into third-party procurements/contracts that utilize federal funds.

Americans with Disabilities Act (ADA)

Applicants must comply with the Americans with Disabilities Act, (ADA) of 1990, as amended; Section 504 of the Rehabilitation Act of 1973, as amended; U.S. DOT regulations at 49 Code of Federal Regulations (CFR) Parts 27, 37, 38 and 39; and FTA regulations at 49 CFR Part 609.

Civil Rights Submissions

Civil rights submissions that are required include a Title VI Program, Equal Employment Opportunity (EEO) Program, Disadvantaged Business Enterprise (DBE) Program and annual goals, and an ADA transition Plan. **All applicants must submit a copy of their Title VI Program Plan with the grant**

application, unless the agency's current Title VI plan is already on file with FDOT. At the applicant's request, the FDOT District Office will provide technical assistance to the applicant in the development of their Title VI Program.

Administrative Requirements

Section 5311 projects awarded to an agency located in an urbanized area must be included in the Metropolitan Transportation Plan (MTP) prepared and approved by the Metropolitan Planning Organization (MPO), the Transportation Improvement Program (TIP) approved jointly by the MPO and the governor, and the Statewide Transportation Improvement Program (STIP) developed by the FDOT and jointly approved by FTA and FHWA. Projects outside UZAs must be included in or be consistent with the statewide long-range transportation plan, as developed by the state, and must be included in the FDOT STIP.

Although applications for such projects may be accepted by the FDOT District Office prior to their listing in a TIP/STIP, a grant award will not be final for such projects until all administrative requirements are completed, including being listed in the appropriate TIP/STIP.

Administrative Requirements (ONLY IF THE GRANT IS FOR FACILITIES)

Executive Order 12372 requires a review of all Federal grants to ensure compliance with the local and state planning process. Therefore, prior to submission of an application to the FDOT District Office, applicants should send their applications to the **LOCAL** Clearinghouse/Regional Planning Council; **NOT TO THE STATE CLEARINGHOUSE** (see Appendix). The appropriate clearinghouse agency should be contacted to determine the number of copies required for local review. The date the application was submitted to the local clearinghouse for review must be listed under 19 on the Standard Form 424. Support letters from the local clearinghouse must be submitted to the District Office before a Section 5311 Award can be made.

Planning Requirements

To remain eligible for Section 5311 awards, recurring applicants must submit the Transportation Disadvantage Service Plan (TDSP) or Transit Development Plan (TDP) for their service area to FDOT in a timely manner, on the annual update schedule. The entire TDSP or TDP does not need to be submitted with the application, only date of adoption and page which references the project numbers are needed.

Audit Requirements for Section 5311 Recipients

Single Audit, previously known as the OMB Circular A-133 audit, is an organization-wide financial statement and federal awards' audit of a non-federal entity that expends \$750,000 or more in federal funds in one year. It is intended to provide assurance to the Federal Government that a non-federal entity has adequate internal controls in place and is generally in compliance with program requirements.

Federal resources awarded to applicants will be subject to [2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles & Audit Requirements for Federal Awards](#).

Certifications and Assurances

Applicants must agree to comply with certain Federal requirements by signing the certification and assurances form covered **by Exhibits N, M, I, K and P** of this manual, as appropriate. Compliance items

in **Exhibit N** include (but are not limited to) regulations pertaining to charter service and school bus service when using FTA-funded vehicles, equipment, and facilities; and FTA drug and alcohol testing regulations. **Exhibit M** applies to applicants for capital assistance to purchase non-accessible vehicles. Applicants for the Section 5311 Capital Assistance must also sign a certification and assurance to FDOT, as provided in **Exhibit I** of the application. **Exhibit P** pertains to Protection of the Environment and applies to applicants seeking grants for facilities. **Exhibit K** assures compliance with Section 5333(b) of the Federal Transit Act regarding compliance with labor protection provisions and applies to all applicants.

Grant Application Evaluation Criteria

Section 5311 funds shall be awarded to eligible recipients on the basis of merit and need in accordance with the below evaluation criteria:

- **Service efficiency and effectiveness:** This is demonstrated by the usual daily hours of eligible service and vehicle occupancy. The emphasis is on the normal hours that agency vehicles are in service, not the hours the applicant is open for business. Applicants providing transportation service for more hours and with vehicles with higher passengers per hour will be ranked higher. The applicant's use of current vehicles (including mileage and maintenance practices) will be considered in the review and ranking.
- **Extent to which the community at large is served by the applicant:** Applicants serving the highest community need through social service agencies and providing the most trips to seniors and individuals with disabilities will be ranked higher.
- **Need:** Applicants that can demonstrate they serve, or propose to serve, the largest number of eligible passengers, and have the most urgent financial needs will be ranked higher. FDOT has a goal to preserve transportation infrastructure; therefore, maintaining current levels of service may be deemed a higher priority/need than expanding into new services or expanding service area coverage. A detailed explanation of the need and evidence of the need are required.
- **Fiscal and managerial capability:** Applicants with well-documented budgets and good fiscal capability demonstrated by the correctness and completeness of their application, by prior audits, proper maintenance of vehicles as demonstrated by miles at replacement, and previous timeliness and accuracy of required reports, will be ranked higher. These measures will be evaluated for each applicant using the "Recipient Risk Assessment Tool" (see **Appendix**).
- **Prior Performance:** Applicants who have a history of meeting contractual obligations and maintenance requirements for Section 5311 vehicles will be ranked higher. Compliance with non-Section 5311 contractual obligations and maintenance requirements will be considered. Compliance with the Annual Operating Report (AOR) to area CTCs may also be considered. New applicants will not be penalized for having little or no history with FDOT, but previous applicants will be penalized for poor past performance. These measures will be evaluated for each applicant using the "Recipient Risk Assessment Tool" (see **Appendix**).

All applicant agencies must register on [SAM.gov](https://sam.gov) for the Recipient Risk Assessment review.

4. Grant Award Process

Overview

Awards will be made by the respective FDOT District Office to agencies submitting applications approved by FDOT. All applications must be submitted, on the correct forms, in the Department's grant management system (TransCIP). To request access to the system, contact your FDOT District representative.

Grant Award Process for Section 5311 Capital Assistance

Capital Assistance awards will be made by the respective FDOT District Office to agencies submitting applications approved by FDOT for an award by issuing a Public Transportation Grant Agreement (PTGA) to the recipient.

Grant Award Process for Section 5311 Operating Assistance

The District Office may enter a PTGA to commit funds for eligible operating projects. The term of the agreement will depend upon available funding levels.

5. General Instructions for Forms and Exhibits

Each form, exhibit, and certification provides FDOT with information it must have to make required assurances to the Federal government and to make project selections.

It is important that each required form, exhibit, and certification be complete and correct. Applicants should be aware that there are criminal sanctions for furnishing false information in order to obtain federal grants (18 U.S.C. 1001, Crimes and Criminal Procedure – Statements or entries generally).

The original application for **Operating Assistance** or **Capital Assistance** should be prepared on white, 8.5 X 11” paper, one-sided and uploaded into the Department’s grant management system (TransCIP). All application forms and exhibits must be arranged in the order listed in the “Application Checklist” (within Section 6) to ensure that the application is complete. All application components must be submitted in the sequence identified in the associated checklist of each step.

Responses can be typed directly into the application file provided. Incomplete, illegible, or unsigned applications may be rejected.

The original application must be accompanied by the required cover letter and a fully executed Resolution form (see **Application** for sample), which includes minimum required language from the applicant’s governing board. Resolutions must be printed on organization/agency letterhead, and should authorize:

- 1 Submission of the application
- 2 Signing of the application and certifications/assurances by a designated individual as authorized by board resolution
- 3 Acceptance of the grant award by the designated individual

Note: Signature pages must be completed following the board resolution date.

Electronic resolutions, applications, and acceptance of grant awards are acceptable..

Questions regarding Section 5311 applications or the application process should be directed to the FDOT District Office in the applicant’s service area, as shown in **Appendix** of this manual.

6. Grant Application Instructions

The following grant application instructions should be used to guide the applicant through each step of the application process. These instructions follow the three steps of the grant award process. All application components must be submitted in the sequence identified in the associated checklist.

The grant application forms and exhibits are presented in color-coded format. **Operating** application-specific information is presented with **blue** headers. **Capital** application-specific information is presented with **red** headers. Forms and exhibits that apply to **all** applications are colored **purple**.

Application Checklist

The application checklist must be completed prior to submission. If a requirement is not applicable, please indicate with a ~~strickthrough~~ of the form or exhibit title. Forms and exhibits with checkboxes indicated in **purple** apply to both capital and operating applications. **Blue** checkboxes apply to **operating** applications only. **Red** checkboxes apply to **capital** applications only.

Part I – Applicant Eligibility

Eligibility Questionnaire

The eligibility questionnaire investigates whether current grant sub-recipients are compliant with all FDOT and FTA Section 5311 requirements. If a current grant sub-recipient is noncompliant, the sub-recipient will not be eligible to receive grant funds until compliance has been determined. This questionnaire does not apply to new sub-recipients and sub-recipients that have not yet been required by their respective FDOT District Office to complete a triennial review. For more information see FDOT’s Triennial Review Process as part of the [State Management Plan](#)

Exhibit A: Cover Letter

A sample cover letter is included in the grant application for reference. The cover letter must be completed on agency letterhead and signed by the agency representative authorized in the Governing Board’s Resolution. This representative must be the same individual referenced throughout the application as “the authorized agency representative.” This ensures one consistent point of contact for questions and follow-up regarding the application.

Exhibit B: Governing Board’s Resolution

A sample resolution form is included in the grant application for reference. The resolution must be completed on agency letterhead and signed by the chairperson of the agency’s board. A new signed resolution must be submitted for each grant application and reference each program that is being applied for in that year.

Exhibit C: Public Hearing Notice and Publisher's Affidavit

An opportunity for a public hearing is required **ONLY for public agencies** requesting **capital** grants under Section 5311. An application for Section 5311 submitted by a public agency should contain a copy of the notice of public hearing and an affidavit of publication.

A sample public notice is in the application. A public notice should contain all pertinent information relating to the project (such as number and types of vehicles as well as the estimated cost of the vehicles) and should be published at least one time in a newspaper of general circulation in the applicant's service area, no less than 15 or more than 30 days prior to the submission of an application. The notice should state that persons requesting a hearing must notify the applicant of the request, in writing, and send a copy of the request for a hearing to the FDOT District Office.

The deadline for hearing requests **must** be prior to the date applications are due at the District Office. If a hearing is requested:

- 1 A hearing **must be** conducted;
- 2 The FDOT District Office must be notified of the date, time, and location of the hearing; and
- 3 A copy of the minutes of the hearing (to include a discussion of issues raised and resolution of issues) must be submitted to the FDOT District Office, before a Section 5311 award can be made.

Exhibit D: Local Clearinghouse Agency/RPC Cover Letter

If the grant application is for facilities, please include a copy of the cover letter submitted to the local clearinghouse agency or RPC.

Part II – Funding Request

Form A-1: Current System Description

Applicants must submit Form A-1 as part of their application. Form A-1 provides space for a short description of who the applicant is and what services they provide. The form is in a question and answer format with designated text boxes (the applicant's response to the question must not exceed the space provided or word counts where indicated).

If the applicant is a CTC, **relevant pages** of a TDSP and AOR containing the above information may be provided. **Please do not attach entire documents.**

Form A-2: Fact Sheet

The Form A-2 Fact sheet is used to determine and report the anticipated quantitative impacts of the proposed project on your agency's transportation program. A calculation column has been provided to calculate the necessary data for both the current transportation program and if awarded. If a software program is used to obtain the required data for the fact sheet, please include the source of the data, i.e., Trapeze).

Form A-3: Proposed Project Description

Applicants must submit Form A-3 as part of their application. It is required that all applicants provide the Project Description in a **question/answer format**. Where a text box or word count is included, the length of the applicant's response to the question must not exceed the space or word count provided. The project description should not repeat the current system description shown in Form A-1. **The grant application lists the questions requiring responses.**

GRANT WRITING TIP

Refer to the Evaluation Criteria section of this manual. An applicant's narrative should cover each of the points that will be evaluated.

Demonstrate how your agency's goals, etc. are aligned with Section 5311 program goals.

Forms B-1: Financial Capacity – Proposed Budget for Transportation Program

All applicants for all request types must complete Form B-1. Form B-1 includes three components: *Estimated Expenses*, *Estimated Revenues*, and *Proof of Local Match*. For each component, amounts reported should be based on projected values for the year of anticipated award for the current grant application, **including** any Section 5311 operating revenue expected to result from the current application, if awarded, and associated local match. This year's grant cycle is for award during Federal Fiscal Year (FFY) 2021, which corresponds to State Fiscal Year (SFY) 2022. SFY 2022 starts July 1, 2021 and ends June 30, 2022.

Applicants should replace the title text *Year of Anticipated Award* in the expenses and revenues tables

with the actual fiscal year dates for which amounts were estimated. The applicant may use its own fiscal year definition when it differs from the state fiscal year (e.g., October 1, 2021 to September 30, 2022).

Amounts reflected in Form B-1 must be limited to those operating and administrative expenses/revenues supporting the applicant’s transportation program. For agencies whose primary purpose is not transportation, the transportation program budget must be separated out from general administration and other agency functions. Shared costs such as facility rental and utilities must be allocated to the transportation program on a reasonable and specified basis.

Expenses | Form B-1 begins with the *Estimated Transportation Program Operating & Administrative Expenses* table. The form provided in the applications has been pre-populated with some of the most common classes, but the applicant may revise the table to include additional classes as needed to achieve the desired level of detail. However, any expense categories used as part of the Form B-2 operating award request must be reflected in Form B-1 expenses, and any funds used to provide local match for an operating award must be included in Form B-1 revenues. Expenses should be reported by class as provided in the application and the below definitions table:

Transportation Program Operating and Administrative Expenses

Code	Object Class	Definition
5010	Labor	Labor expenses arise from the performance of work by employees. Labor expenses include pay and allowances owed to employees in exchange for the services provided to the transit agency. It also includes bonuses, shift differentials, overtime premiums, minimum guarantees, paid absences, and fringe benefits.
5011	Operators’ Salaries and Wages	<p>Operators’ salaries and wages include the cost of labor, excluding paid absences and fringe benefits, for the transit agency's employees who are classified as revenue vehicle operators or crewmembers. These expenses include wages for performing activities related to vehicle operations such as:</p> <ul style="list-style-type: none"> • Report time • Platform time • Turn-in time • Accident reporting time <p>These expenses also cover wages paid to back-up (extra board drivers) such as stand-by time.</p> <p>In small transit systems, operators also may be scheduled to perform vehicle maintenance duties that are typically performed by vehicle maintenance employees. These duties may include servicing revenue vehicles (e.g., fueling, interior cleaning, and exterior washing) and limited inspection and maintenance of revenue vehicles.</p> <p>Operators sometimes are temporarily assigned duties other than driving their vehicles in revenue service such as:</p> <ul style="list-style-type: none"> • training time either as a student or instructor • revenue vehicle movement control as dispatchers or road supervisors

Code	Object Class	Definition
		<ul style="list-style-type: none"> • movement of revenue vehicles among maintenance and operating facilities • maintenance of bus stops and shelters • general administration assignment such as customer service and marketing
5012	Operators' Paid Absences	This includes vacation leave, sick time, and other paid time off not contingent on a specific event outside the control of the transit agency for revenue vehicle operators or crewmembers.
5013	Other Salaries and Wages	This object class includes the cost of labor, excluding paid absences and fringe benefits, of employees of the transit agency who are not classified as revenue vehicle operators or crewmembers (e.g., maintenance workers, administrative staff, and transit managers).
5014	Other Paid Absences	This includes vacation leave, sick time, and other paid time off not contingent on a specific event outside the control of the transit agency for its employees that are not classified as revenue vehicle operators or crewmembers.
5015	Fringe Benefits	<p>Fringe benefits are the expenses for employment benefits that an employee receives in addition to his or her base salaries and wages. Fringe benefits include payments associated with the employee's labor that do not arise from the performance of work, but still arise from the employment relationship. Fringe benefits can be divided into the following four categories:</p> <ol style="list-style-type: none"> 1. Employment Taxes: federal, Medicare, and Social Security taxes. 2. Health and Welfare Expenses: medical and dental insurance plans (to include hospital, surgical, and pharmaceutical plans); short-term disability and life insurance plans; workers' compensation or Federal Employees Liability Act Contribution; and unemployment plans. 3. Retirement Costs/Pension Plans: pension plans, long-term disability plans, and other postemployment benefits (OPEB). 4. Other Fringe Benefits: uniform and work clothing; tool allowances; employee and family transit passes; reimbursements for moving and education; assistance for dependent care, childcare, and adoption; employee discounts; and other fringe benefits not described in the categories listed above. <p>Other Postemployment Benefits (OPEB)</p> <p>In addition to pensions, some transit agencies provide other postemployment benefits (OPEB). OPEB includes postemployment healthcare and life insurance that are provided separately from a pension plan.</p>
5020	Services	Services are the labor and other work provided by outside organizations for fees and related expenses. Outside organizations may be private companies or public entities. The agency reports work done by personnel within the reporting unit as salaries and wages and fringe benefits. For example, if the reporting unit is a city, then transit-related work done by city employees, even those outside the transit

Code	Object Class	Definition
		<p>division, is reported as salaries and wages and fringe benefits, not services. Services provided by an outside organization are usually procured as a substitute for in-house employee labor, except in the case of independent audits, which could not be performed by employees. Agencies usually substitute services for in-house labor because the skills offered by the outside organization are needed for only a short period of time or internal staff does not have the requisite skills. This object class includes all costs that are part of the service agreement. For example, if in a contract for custodial service the custodial company provides the cleaning supplies, the cost of these supplies belongs to Services, not Other Materials and Supplies.</p> <p>The services object class does not include purchased transportation service. A contractor that provides vehicle operators is considered a purchased transportation provider, and any other labor or materials provided by that contractor, including fuel, parts, and maintenance, belong to the purchased transportation object class.</p>
5030	Materials and Supplies	<p>The expenses in the following three object classes include products obtained from outside suppliers or those manufactured internally. The cost of the material or supply includes freight-in, purchase discounts, cash discounts, sales taxes, and excise taxes (except on fuel and lubricants). Charges to this object class include both materials and supplies issued from inventory for use, and materials and supplies purchased for immediate use (i.e., items used without going through inventory).</p>
5031	Fuel and Lubricants	<p>This object class includes fuel used to propel revenue and non-revenue vehicles and lubricants such as motor oil, transmission fluid, and grease. Purchase and cash discounts are included in the cost of the fuel or lubricant.</p> <p>Sales or excise taxes are not included in the cost; they are reported separately under Taxes (5060). The agency reports fuel costs net of fuel taxes, even if the agency paid the taxes initially and was later reimbursed.</p> <p>Note that modes powered by electricity report propulsion power under Revenue Vehicle Operation Utilities.</p>
5032	Tires and Tubes	<p>This object class includes the cost of tires and tubes, whether they are rented, leased or purchased. Do not report rented and leased tires and tubes under Operating Lease Expenses (5220). Purchase discounts, cash discounts, sales taxes, and excise taxes are included in the cost of the tires and tubes.</p>
5039	Other Materials and Supplies	<p>The expenses in this object class include products obtained from outside suppliers or those manufactured internally that are not covered in the two preceding object classes. The cost of the material or supply includes shipping costs, purchase discounts, cash discounts, sales taxes, and excise taxes. Costs associated with this object class include materials and supplies issued from inventory or purchased for immediate use (i.e., items used without going through inventory).</p>
5040	Utilities	<p>This object class includes expenses for electricity, gas, water, telephone, heating oil, fuel for backup generators, and internet.</p>

Code	Object Class	Definition
5050	Casualty and Liability Costs	<p>Expenses related to loss protection and losses incurred by the transit agency. These expenses include:</p> <ul style="list-style-type: none"> • Compensation of others for their losses due to acts for which the transit agency is liable. • The costs of protecting the transit agency from losses through conventional insurance and other risk financing programs (e.g., self-insurance and insurance pools). • Agency losses due to the liable actions of others that are covered by other corporate insurance. <p>Note that refunds and paybacks received from state insurance pools are netted from Casualty and Liability Costs.</p> <p>Transit agencies often incur self-insurance costs. Note that premiums also include self-insurance costs.</p> <p>Casualty and Liability Costs include the following:</p> <ol style="list-style-type: none"> 1. Premiums for Physical Damage Insurance: premiums applicable to the reporting period to insure the transit agency from loss through damage to its own property caused by collision, fire, theft, flood, earthquakes and other types of losses. 2. Premiums for Public Liability and Property Damage Insurance: premiums applicable to the reporting period to insure the transit agency against loss from liability for incidents by the transit agency which cause damage to the person or property of others. 3. Payouts for Insured Public Liability and Property Damage Settlements: payments (or accruals) of actual liability to others arising from culpable acts of the transit agency that are covered by public liability insurance. 4. Payouts for Uninsured Public Liability and Property Damage Settlements: payments (or accruals) of actual liability to others arising from culpable acts of the transit agency that are not covered by public liability insurance. 5. Provision for Uninsured Public Liability and Property Damage Settlements: periodic estimates of liability to others arising from culpable acts of the transit agency that relate to the current period that are not covered by public liability insurance. 6. Premiums for Other Corporate Insurance: premiums applicable to the reporting period to insure the transit agency from losses other than damage to its property or liability for its culpable acts (e.g., fidelity bonds, business records insurance). 7. Other Corporate Losses: charges for actual losses resulting from events covered by the other corporate insurance. <p>The agency reports costs of employees engaged in insuring and processing claims for and against the reporting agency in Labor, as appropriate. The agency reports the costs of repairing damaged property in Labor and Other Material and Supplies (5039), as appropriate. The costs of writing off property damaged beyond repair are</p>

Code	Object Class	Definition
		reported as Extraordinary or Special Items (5280), depending on the circumstances of the impairment.
5060	Taxes	<p>Tax expenses are the charges and assessments levied against the transit agency by federal, state and local governments. Sales taxes, excise taxes, freight-in and other acquisition costs are not included in this object class. Instead, they are accounted for as part of the cost of the material or service purchased.</p> <p>Reimbursement of Taxes Paid</p> <p>Reimbursement, or refunds, of taxes paid include the receipt or accrual of state government payments to help cover the cost of taxes incurred by the transit agency. Reimbursement of taxes is netted from the associated expense on which the tax was originally levied. The agency does not report reimbursements of taxes as revenue. For example, some states reimburse transit agencies for taxes paid on fuel. Agencies net refunds of fuel taxes from fuel tax expense, rather than reporting them as revenue.</p>
5100	Purchased Transportation Expenses	<p>Purchased Transportation (PT) expenses include the payments or accruals to sellers or providers of service, including fare revenues retained by the seller. It does not include the capital leasing portion of the contract.</p> <p>Purchased vanpool service has its own unique issues. Please refer to Vanpool for more detail.</p>
5101	Purchased Transportation in Report	<p>This object class includes the payments or accruals to sellers or providers of service, including fare revenues retained by the seller. The agency reports Purchased Transportation (PT) expenses in this object class when they report the associated service in their own NTD report. If the other party reports the service, the expenses belong to the object class Purchased Transportation Filing Separate Report (5102).</p> <p>Please refer to Reporting Contractor Expenses for more information.</p>
5102	Purchased Transportation Filing Separate Report	<p>The agency reports Purchased Transportation (PT) expenses in this object class when the other party reports the associated service data (e.g., miles, ridership) in their own NTD report. The agency that reports the service data then reports Purchased Transportation (PT) expenses in the object class Purchased Transportation in Report (5101).</p> <p>Reporting Contractor Expenses</p> <p>The expenses in this object class must include the total amount paid by the buyer to the seller. The seller’s actual expenses are often less than this amount, since the seller receives a profit included in the expenses paid by the buyer; the actual expenses will be greater than the amount paid if the seller suffers a loss. Since buying agencies are reporting, the expenses recorded are the buyer’s expenses, and the buyer reports the total amount paid to the seller.</p>
5090	Miscellaneous Expenses	<p>This object class includes expenses that cannot be attributed to any of the other expense object classes. Agencies must check to be sure an expense does not belong in a different object class before reporting it as miscellaneous.</p>

Code	Object Class	Definition
		<p>Some common miscellaneous expenses are listed below.</p> <ol style="list-style-type: none"> 1. Dues and Subscriptions: Fees for membership in industry organizations and subscriptions to periodicals. 2. Travel and Meetings: Air, train or bus fares and allowances for transportation of traveling transit agency employees and related officials. In addition, this expense includes food and lodging, charges for participation in industry conferences, and other related business meeting expenses. 3. Bridge, Tunnel, and Highway Tolls: Payments made to authorities and other organizations for the use of bridges, tunnels, highways, and other facilities. 4. Entertainment Expense: Costs of social activities and other incidental costs relating to meals, beverages, lodgings, transportation, and gratuities. 5. Charitable Donations: Contributions to charitable organizations made by the transit agency. 6. Fines and Penalties: Costs of fines and penalties incurred by the transit agency. 7. Bad Debt Expense: Amounts owed to the transit agency that the agency has determined to be uncollectable.
5910	ADA Expenses	<p>The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities, and transportation. Agencies must report the total expenses that result from ADA requirements for complementary paratransit in demand response (DR) and demand response-taxi (DT) modes. In this object class, agencies report the portion of their operating expenses that is attributable to ADA-required service. This object class is not exclusive of other operating expense object classes. For example, if you spent \$10,000 on vehicle fuel, and \$1,000 of this was to fuel a vehicle used for ADA service, then you would report \$10,000 under Fuel and Lubricants (5031) and \$1,000 under ADA Expenses (5910).</p>
5200	Reconciling Items	<p>Reconciling items are expenses that are not included as capital expenses or as mode-specific operating expenses. If reconciling items represent cash expenditures such as operating lease expenses, the agency reports them as Funds Applied. The agency reports non-cash expenditures such as depreciation as Funds Not Applied.</p>
5210	Interest Expenses	<p>Interest expenses are charges for the use of capital borrowed by the transit agency. Interest expenses may accrue on both short-term debt and Long-Term Debt obligations.</p> <ol style="list-style-type: none"> 1. Interest on Long-Term Debt Obligations: charges for the use of capital borrowed on a long-term basis (the liability for which is usually represented by bonds or loans) employed in the operation of the transit system. Interest charges pertaining to construction debt that are capitalized will not be reflected as interest expense.

Code	Object Class	Definition
		<p>2. Interest on Short-Term Debt Obligations: charges for the use of capital borrowed on a short-term basis employed in the operation of the transit agency.</p>
5220	Operating Lease Expenses	<p>Operating lease expenses include payments for the use of Capital Assets not owned by the transit agency. Operating leases allow the transit agency to use assets, but do not allow them the rights of asset ownership (e.g., transfer of title). As such, operating leases are not capitalized as assets, but are recorded as operating expenses during the reporting period.</p> <p>Some operating leases include costs that the agency must separate out and report under Services (5020). If part of the lease cost covers a service, rather than just the cost of the use of the asset, the agency reports this under Services (5020) rather than operating lease expenses. This also applies to Capital Leases (5230) and Related Parties Lease Agreements (5240).</p>
5230	Capital Leases	<p>Other than an operating lease, an agency may also have a capital lease. A lease is considered a capital lease if it meets any of the following four criteria at its inception (the earlier of the date of the lease agreement or commitment):</p> <ol style="list-style-type: none"> 1. Transfer of ownership: the lease transfers ownership (e.g., transfer of title) of the property to the transit agency by the end of the agreed-upon lease term. 2. Bargain purchase option: the lease contains a provision that allows the transit agency to purchase the leased property for a reduced price (reduced compared to expected fair value of the property at the date that the purchase option becomes exercisable). 3. Lease term: lease term is equal to or greater than 75% of the estimated useful life of the leased property. However, if the beginning of the lease term falls within the last 25% of the total estimated useful life of the leased property, this criterion cannot be used for classifying the lease as a capital lease. 4. Minimum lease payments: the present value at the beginning of the lease term of the minimum lease payments to be paid by the transit agency, excluding executory costs such as insurance, maintenance, and taxes, is equal to or greater than 90% of the fair value of the property at lease inception. <p>The agency reports the current portion of capital leases in operating expenses for the reporting period. The current portion of capital leases includes lease payments made for capital leases during the reporting period. The noncurrent portion of capital leases is capitalized and reported as Capital Lease Obligations (2230).</p>
5240	Related Parties Lease Agreements	<p>Other than operating and capital leases, transit agencies may also have related parties lease agreements. Related parties leases are leases with terms and payment amounts that are substantially less than they would be in usual circumstances because the transit agency is related to the lessor. Common examples include:</p>

Code	Object Class	Definition
		<ul style="list-style-type: none"> • A state government’s department of transportation purchases buses and leases them to transit agencies in the state at half the market rate. • A county government leases land to a local transit agency for use as a parking lot for a dollar a year.
5250	Voluntary Non-Exchange Transactions	<p>This object class is for the provider to record the non-exchange expenses when all applicable eligibility requirements have been met. In a voluntary non-exchange transaction, an agency gives or receives value (e.g., revenue vehicle) without directly receiving or giving equal value (e.g., cash) in return. This is different from an exchange transaction, in which each party receives and gives up essentially equal values. Voluntary non-exchange transactions result from legislative or contractual agreements, other than exchanges, entered into willingly by the parties to the agreement. An example of a voluntary non-exchange transaction is when one transit agency builds capital assets, such as railways and train stations, and transfers the assets to another transit agency that operates them. Other examples of voluntary non-exchange transactions include certain grants and private donations.</p> <p>The provider in a non-exchange transaction recognizes a decrease in assets when all applicable eligibility requirements of the non-exchange transaction have been met. The provider reports resources transmitted before eligibility requirements are met as Assets (e.g., an advance).</p> <p>Receiving agencies can find guidance for reporting the non-exchange transaction under the Non-Added Revenue: Voluntary Non-Exchange Transaction (4620).</p>
5260	Depreciation	<p>Depreciation is the depletion of the cost of Capital Assets; it reflects the loss in value of capital assets over the years. In order to account for the reduction in value and usefulness of tangible property, the agency expenses a portion of the cost as depreciation each year of the asset's life. The agency reports the amount depreciated during the reporting period as an operating expense/reconciling item. Typically, as a non-cash expenditure, the agency reports depreciation as Funds Not Applied. Agencies choose their own depreciation method provided that the depreciation value is measured in a systematic and rational manner.</p> <p>Agencies also report the cost of writing off property damaged beyond repair that do not qualify as extraordinary and special items in this object class.</p>
5270	Amortization of Intangibles	<p>Amortization is the systematic spreading of the value of Intangible Assets other than Goodwill over the asset’s estimated useful life. Generally, agencies use the straight-line method to amortize intangible assets. The agency reports the amount amortized during the reporting period as an operating expense/reconciling item. Typically, the agency reports amortization as Funds Not Applied since it is not a cash expenditure.</p>
5280	Extraordinary and Special Items	<p>Extraordinary items are material events or transactions that are distinguished by their unusual nature and by the infrequency of their occurrence.</p>

Code	Object Class	Definition
		<p>Examples of material extraordinary items include capital assets that were impaired by extraordinary events such as Hurricane Sandy or Hurricane Katrina. The agency reports these impaired values as extraordinary items rather than regular operating expenses to highlight their unusual and infrequent nature.</p> <p>If a material event or transaction is unusual in nature or occurs infrequently but not both, it does not meet criteria for classification as an extraordinary item; instead, the agency classifies it as a special item. Both extraordinary and special items are distinguishable from normal operating items and the agency thus reports them separately.</p>
5290	Other Reconciling Items	Other Reconciling Items are any other costs that cannot be captured in the above reconciling items object classes, such as funds to another agency through a cooperative agreement and expenses for purchased transportation services not meeting NTD requirements for a contractual agreement.
5920	ADA Related Reconciling Items	The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities, and transportation. Agencies must report the total expenses that result from ADA requirements for complementary paratransit in demand response (DR) and demand response-taxi (DT) modes. In this object class, agencies report the portion of their reconciling item expenses that are attributable to ADA-required service. This object class is not exclusive of other reconciling item object classes. For example, if you spent \$10,000 to lease vehicles, and \$1,000 of this was to lease a vehicle used for ADA service, then you would report \$10,000 under Operating Lease Expenses (5220) and \$1,000 under ADA Related Reconciling Items (5920).

Source: [NTD Uniform System of Accounts \(USOA\)](#)

Revenues | The *Estimated Transportation Program Operating & Administrative Revenues* table must include all funding sources used to support projected expenses. Revenues should be reported by type as provided in the application and the below definitions table:

Transportation Program Operating and Administrative Revenues

Code	Object Class	Definition
4100	Directly Generated Funds	Directly Generated Funds are funds that a transit agency earns from non-governmental sources. These revenues are generated by the transit agency.
4110	Passenger Fares	This revenue object class includes revenues earned from carrying passengers. This object class applies equally to directly operated (DO) and purchased transportation (PT) services. Generally, fares are the amounts paid by the rider to use transit services, to include the base fare, zone premiums, express service premiums, extra cost transfers, and quantity purchase discounts applicable to the passenger’s ride.

Code	Object Class	Definition
		<p>Agencies report the full amount of PT fare revenues regardless of whether the buyer or seller retains the revenue.</p> <p>Agencies may collect passenger fares in any of the following ways:</p> <ol style="list-style-type: none"> 1. Before service is provided (e.g., through the sale of media such as passes, tickets and tokens sold to passengers) 2. Directly at the point of service (e.g., fare box, turnstile) 3. After the service is provided (e.g., through weekly or monthly billing) <p>In some circumstances, several agencies share a fare card program and will periodically divide funds among themselves so that each agency within the program receives the appropriate amount of fare revenue. In such cases, each agency reports its share of the revenues.</p> <p>Passenger fares include Passenger-Paid Fares (4111) and Organization-Paid Fares (4112). Passenger fares do not include subsidies (e.g., subsidies from private organizations or subsidies from other sectors of operations), which are provided to support the general provision of transit service. Passenger fares also do not include fare assistance from other entities, such as governments, to provide a reduced fare or free fare for a general class of users (e.g., senior citizens, students). The agency reports subsidies and fare assistance in the appropriate private, state, local, or Federal Government sources of funds.</p>
4111	Passenger-Paid Fares	<p>Passenger-paid fares reflect the amount of the fare that the passengers pay on their own behalf. Passenger-paid fares may include the following examples:</p> <ol style="list-style-type: none"> 1. Full Adult Fares: revenues earned by transporting passengers for the full adult fare. 2. Senior Citizen Fares: revenues earned by transporting passengers who pay a special, reduced fare because they are older than a prescribed age limit. 3. Student Fares: revenues earned by transporting passengers who pay a special, reduced fare because they are enrolled in an educational institution. 4. Child Fares: revenues earned from carrying passengers who pay a special, reduced fare because they are younger than a prescribed age limit. 5. Fares for Individuals with Disabilities: revenues earned from carrying passengers who pay a special, reduced fare because they are persons with disabilities. 6. Ferryboat Services: revenues earned from walk-on pedestrians, bicyclists, and public transportation vehicles passenger fares. For vehicles, the agency reports passenger fares for each occupant of the vehicle, including the driver. However, vehicle and bicycle ferriage fees are not included in passenger-paid fares but are reported in Non-public Transportation Revenues (4130). 7. Vanpool Services: For publicly sponsored vanpool (VP) services, passenger fares have unique provisions. For VP services, passenger fares include all fees and costs paid by the passengers. These costs

Code	Object Class	Definition
		<p>often include fuel costs, maintenance expenses, lease payments, tolls and other out-of-pocket costs.</p> <ol style="list-style-type: none"> 8. Special Ride Fares: revenues earned from carrying passengers who pay a special, reduced fare for a reason other than those specified above. 9. Handling Fees: revenues earned from charges for processing payment and issuing fare cards (e.g., an agency charges an initial start-up fee when issuing new cards, or charges extra fees for using one-time paper cards). 10. No-show Fines: revenues earned from fines for demand response passengers who do not show up for a scheduled pickup.
4112	Organization-Paid Fares	<p>Organization-paid fares are paid for by an organization rather than by the passenger. Organization-paid fares also include funds for rides given along special routes for which a beneficiary of the service may guarantee funds. Organization-paid fares may result from agreements between the reporter and an agency or organization that pays a set amount in return for unlimited and/or reduced fare transit service for the persons covered by the agreement. Examples of organization-paid fares may include the following:</p> <ol style="list-style-type: none"> 1. State and Local Government: revenues earned by providing rides for employees of state and local government (e.g., fares for postal workers or police officers). 2. Reduced Fare Reimbursements: revenues earned by providing rides for its members or beneficiaries. A common example is a university paying a transit agency to permit students to ride free after showing their valid student identification cards. 3. Special Route Guarantees: amounts paid for by organizations other than governments (e.g., industrial firms, shopping centers, public and private universities) to guarantee a minimum amount of funds on a line operated and/or to provide or maintain services to a specific area, especially for the benefit of the paying organization. 4. Other Special Contract Transit Fares: revenues earned under contractual arrangements with non-government entities for transit fares other than those arrangements specified in the above categories. A common example is a senior center that pays part of the cost of a route serving the center.
4120	Park-and-Ride Parking Revenue	<p>The agency earns park-and-ride parking revenue from parking fees paid by passengers who drive to park-and-ride facilities operated by the agency to use transit service. The agency reports revenues earned from the operation of parking lots that are not park-and-ride locations in Other Agency Revenues (4150).</p>
4130	Non-Public Transportation Revenues	<p>This object class includes revenue for providing transportation services to private groups or entities or for carrying freight. The most common examples are the following:</p> <ol style="list-style-type: none"> 1. Charter Service Revenues: revenues earned from operating vehicles under charter service contracts.

Code	Object Class	Definition
		<ol style="list-style-type: none"> 2. Freight Tariffs: revenues earned from carrying freight on routes whose primary purpose is passenger operations. These are the revenues earned from carrying all types of freight on passenger routes. It includes fees for carrying vehicles and bicycles on ferries. See ferryboat services example in Passenger-Paid Fares (4111). 3. School Bus Service Revenues: revenues earned from operating vehicles under school bus contracts. It is the amount paid by schools for the operation of buses exclusively to carry children to and from school. 4. Sight-seeing Fares: revenues earned from operating vehicles in sight-seeing service.
4140	Auxiliary Transportation Funds	<p>Auxiliary transportation funds are earned from activities related to the provision of transit service but are not payment for transit service. Auxiliary funds result from business-type activities in which an agency earns supplemental revenues. For example, a transit agency is not in the advertising or concessions business, but it is able to earn additional funds by providing or leasing out these additional services to the public. Auxiliary funds include the following:</p> <ol style="list-style-type: none"> 1. Advertising revenues 2. Concessions 3. Other auxiliary transportation revenues
4141	Advertising Revenues	<p>Advertising revenues include funds earned from displaying advertising materials on transit system vehicles and property and includes agency media.</p>
4142	Concessions	<p>Concessions are revenues earned from granting operating rights to businesses (e.g., newsstands, candy counters) on property and equipment maintained by the transit agency (e.g., stations, vehicles). This also includes revenues from vending machines available on property maintained by the transit agency for public use.</p>
4149	Other Auxiliary Transportation Revenues	<p>The agency earns other auxiliary transportation revenues from auxiliary operations other than those specified above. This might include, but is not limited to merchandising, photo identification (ID) fees, locker rentals, movie licensing fees, naming rights, and fines for fare evasion or illegal parking.</p>
4150	Other Agency Revenues	<p>This object class includes revenues earned from activities not associated with the provision of the transit agency's transit service. Other agency revenues do not include funds received from local, state, or federal governments. Examples of other agency revenues include:</p> <ol style="list-style-type: none"> 1. Sales of Maintenance Services: revenues earned from sales or performing maintenance services on property not owned or used by the transit agency. 2. Sales of Fuel: revenues earned from sales of fuel. 3. Sales of Assets: revenue received in the sale of an asset that is in excess of the asset's book value. See Sales and Disposals of Assets (4630) for a detailed example. 4. Rental of Revenue Vehicles: revenues earned from leasing transit agency revenue vehicles to other operators.

Code	Object Class	Definition
		<ol style="list-style-type: none"> 5. Rental of Buildings and Other Property: revenues earned from leasing transit system buildings (other than station concessions) and property to other organizations. 6. Rental of Real Estate: revenues earned from leasing real estate owned by the transit agency to other organizations. This includes revenues from joint development projects. 7. Rental Car Fees: revenues earned from rental car services. 8. Investment Income: revenues earned from investing in marketable securities and dividends received from state insurance pools. Investment income does not include earnings on capital grant funds advanced by the grantor; such earnings are to be credited to the same account as the capital grant itself. 9. Interest Income: revenues earned by placing funds in an interest-bearing account. 10. Student Fees: revenues generated by an educational institution from student fees to operate its own transit service. Student fees are different from student fares, which are amounts paid by the students for transit service. 11. Parking Facilities Revenue: revenues earned from parking fees generated from parking facilities not normally used as park-and-ride locations. Revenues earned from operating park-and-ride facilities are reported in Park-and-Ride Parking Revenue (4120). 12. Donations: funds from donations and grants from private foundations. 13. Other Agency Revenues: revenues that might include, but are not limited to: warranty claims, funds from lawsuits, Freedom of Information Act (FOIA) requests, revenue from vending machines available exclusively for employee use, administrative fees charged to other organizations, easement fees, air rights, and vandalism restitutions.
4160	Revenues Accrued through a Purchased Transportation Agreement	<p>This object class includes revenue accrued by the transit agency as a seller of transportation services through purchased transportation agreements. This includes the contract funds earned (payments and accruals) by a reporter under contract to another reporter or public agency. The purchased transportation agreement must meet the requirements for a true Contractual Relationship. Revenue accrued through an agreement that does not meet these requirements is reported as Organization-Paid Fares (4112), Other Agency Revenues (4150), Local Government Funds (4300), or State Government Funds (4400), as appropriate.</p>
4170	Subsidy from Other Sectors of Operations	<p>Occasionally, the transit operation is only one part of a larger transportation entity. Such transit agencies may receive subsidies from other sectors of operations within the larger transportation entity to help cover the cost of transit. For example, a transportation authority that is responsible for airports, ports, or bridges, as well as for public transit, may apply excess funds from airport operations to transit operations. Subsidies from other sectors of operations may include:</p>

Code	Object Class	Definition
		<ul style="list-style-type: none"> • Subsidies from utility rates where the transit agency is a utility company • Subsidies from bridge and tunnel tolls owned and operated by the transit agency • Subsidies from other sources provided by the same entity that operates the transit service
4180	Extraordinary and Special Items	<p>Extraordinary items are events or transactions that are distinguished by their unusual nature and by the infrequency of their occurrence.</p> <ol style="list-style-type: none"> 1. Unusual nature means that the underlying event or transaction has a high degree of abnormality and is clearly unrelated to, or only incidentally related to, the ordinary and typical activities of the transit agency. 2. Infrequency of occurrence means that the underlying event or transaction would not reasonably be expected to recur in the foreseeable future, taking into account the environment in which the transit agency operates. <p>Special items are events or transactions that are either unusual in nature or infrequent, but not both.</p> <p>The agency determines an extraordinary event or transaction to be material if it is material in relation to the agency’s income before extraordinary items, to the trend of annual earnings before extraordinary items, or is material by other appropriate criteria.</p> <p>Examples of material extraordinary items include recoveries received for damages from a natural disaster, such as a hurricane or earthquake. Assets impaired by and recoveries received from these events are considered extraordinary because they are abnormal in occurrence and are not reasonably expected to recur in the foreseeable future.</p> <p>Extraordinary and special items are distinguishable from normal operating items and are thus reported separately. The nature and financial effects of each event or transaction is disclosed on the face of the statement of activities or in the notes to the financial statements.</p> <p>There are four object classes for Extraordinary and Special sources of funds. This one is for such funds that are directly generated. For example, agencies report insurance recoveries for property damaged in a natural disaster in this object class.</p>
4190	Total Recoveries	<p>Total recoveries include proceeds recovered from insurance companies to indemnify the transit agency for insured acts that resulted in a liability for damage to transit personnel or property or damage to the person or property of others. Total recoveries include monies received for items or events that are not classified as Extraordinary or Special (4180). For example, the agency reports proceeds received from insurance companies for physical damage claims resulting from an accident as insurance recoveries. Total recoveries also include amounts recovered from others held liable to damage to the transit agency’s property. For example, the agency reports proceeds received from third parties involved in an accident as insurance</p>

Code	Object Class	Definition
		recoveries. The agency reports full proceeds received from the insurance company as insurance recoveries; the agency does not net monies from the related asset replacement cost.
4200	Directly Generated Dedicated Funds	This object class includes taxes and fees levied by a transit agency that is organized as an independent political entity with its own taxation authority. The revenues to the transit agency originating from local, state, or federal governments, which have been raised through the taxing authority of the grantor governmental unit, are considered Local Government Funds (4300), State Government Funds (4400), or Federal Funds (4500).
4210	Income Taxes	Revenues earned by taxing the income of individuals and/or organizations subject to the taxing authority of the transit agency.
4220	Sales Taxes	Revenues earned by taxing sales of goods and/or services subject to the taxing authority of the transit agency.
4230	Property Taxes	Revenues earned by taxing property subject to the taxing authority of the transit agency.
4240	Fuel Taxes	Revenues earned by taxing fuel subject to the taxing authority of the transit authority. This object class was previously known as gasoline taxes but includes all fuel taxes.
4250	Other Taxes	Revenues earned by levying other taxes by the authority of the transit agency. Examples include cigarette/tobacco, payroll, excise, and vehicle rental taxes.
4260	Bridge, Tunnel, and Highway Tolls	Tolls enacted by the authority of the transit agency on bridges, tunnels, highways, or other roadways, except High Occupancy Vehicle (HOV) toll revenues.
4270	High Occupancy Tolls	HOV lanes allow vehicles with a certain minimum number of passengers (e.g., at least 2), as well as motorcycles and alternative fuel vehicles in some cases, to use lanes that are closed to other traffic. Some HOV lanes allow vehicles that would normally be prohibited to use the lane by paying a toll. Revenue from these tolls, when enacted by the authority of the transit agency, belongs to this object class.
4290	Other Dedicated Funds	Revenues dedicated to transit other than taxes or tolls. These are often fees imposed on the public by the transit agency. Examples include the following: <ol style="list-style-type: none"> 1. Vehicle licensing and registration fees 2. Driver’s license fees 3. Communications access fees and surcharges 4. Lottery and casino proceeds
4300	Local Government Funds	These are funds received from municipal and county governments.

Code	Object Class	Definition
4310	General Revenues of the Local Government	<p>There are essentially two common ways a local government can provide funds to a transit agency.</p> <ol style="list-style-type: none"> 1. The government may appropriate a portion of its general budget to transit without a dedicated source of funding. In this case, the transit agency annually competes for funding with other entities such as schools and police forces. The agency reports this non-dedicated funding as General Revenues of the Local Government. 2. The government may also levy a tax or fee, the proceeds of which only go to transportation. This is a dedicated fund and the agency reports it under Local Funds Dedicated to Transit at Their Source.
Local Funds Dedicated to Transit at Their Source		Local Funds Dedicated to Transit at Their Source include taxes and fees levied by entities of local government such as cities and counties, and explicitly dedicated to transit.
4321	Income Taxes	Revenues earned by taxing the income of individuals and/or organizations subject to the taxing authority of the local government.
4322	Sales Taxes	Revenues earned by taxing sales of goods and/or services subject to the taxing authority of the local government.
4323	Property Taxes	Revenues earned by taxing property subject to the taxing authority of the local government.
4324	Fuel Taxes	Revenues earned by taxing fuel subject to the taxing authority of the local government. This object class was previously known as gasoline taxes but includes all fuel taxes.
4325	Other Taxes	Revenues earned by levying other taxes by the authority of the local government. Examples include cigarette/tobacco, payroll, excise, and vehicle rental taxes.
4326	Bridge, Tunnel, and Highway Tolls	Tolls enacted by the authority of the local government on bridges, tunnels, highways, or other roadways, except High Occupancy Vehicle (HOV) toll revenues.
4327	High Occupancy Tolls	HOV lanes allow vehicles with a certain minimum number of passengers (e.g., at least 2), as well as motorcycles and alternative fuel vehicles in some cases, to use lanes that are closed to other traffic. Some HOV lanes allow vehicles that would normally be prohibited to use the lane by paying a toll. Revenue from these tolls, when enacted by the authority of the local government, belongs to this object class.
4329	Other Dedicated Funds	<p>Revenues dedicated to transit other than taxes or tolls. These are often fees imposed on the public by the local government. Examples include the following:</p> <ol style="list-style-type: none"> 1. Vehicle licensing and registration fees 2. Driver's license fees 3. Communications access fees and surcharges 4. Lottery and casino proceeds

Code	Object Class	Definition
4330	Extraordinary and Special Items	Extraordinary and Special Items is defined in Directly Generated Funds. There are four object classes for Extraordinary and Special sources of funds. This one is for such funds that come from local sources. For example, agencies report county disaster relief funds in this object class.
4390	Other Local Funds	These are funds from local government that cannot be considered either an allocation from the general revenues, or a dedicated fund. Other local funds typically include local grants or other miscellaneous local funds.
4400	State Government Funds	These are funds received from state, commonwealth, or territory governments.
4410	General Revenues of the State Government	<p>There are essentially two common ways a state government can provide funds to a transit agency.</p> <ol style="list-style-type: none"> 1. The government may allocate a portion of its general budget to transit without a dedicated source of funding. In this case, the transit agency annually competes for funding with other programs. The agency reports this non-dedicated funding as General Revenues of the State Government. 2. The agency reports dedicated sources of revenue under State Transportation Funds (4420).
4420	State Transportation Fund	Many states set up a State Transportation Fund that is separate from the General Fund. It usually has several dedicated sources of funding, often including funding sources such as fuel taxes, vehicle registration fees, or bonds backed by such sources. The Transportation Fund typically funds both transit agencies and other transportation needs such as the highway department. Agencies are not required to report the individual sources of funding that support the State Transportation Fund.
4430	Extraordinary and Special Items	Extraordinary and Special Items is defined in Directly Generated Funds. There are four object classes for Extraordinary and Special sources of funds. This one is for such funds that come from state sources. For example, agencies report state relief funds in this object class.
4500	Federal Funds	<p>Federal funds generally fall into three categories:</p> <ol style="list-style-type: none"> 1. Funds for operating assistance: Operating assistance funding is explicitly intended to be spent on operations, and in most cases requires 50% local match. 2. Funds for capital assistance: Capital assistance funding is required to be spent on capital, and in most cases requires 20% local match. 3. Funds for capital assistance spent on operations: In some cases, capital assistance may be spent on activities that are normally considered operating, such as preventive maintenance and Americans with Disabilities Act (ADA) service. This typically requires 20% local match. Although these funds are capital grants, the

Code	Object Class	Definition
		<p>agency reports it as an operating expense because it spent the funds on operations.</p> <p>The local match portion of a grant is not part of the Federal Funds. It is part of Directly Generated Funds (4100), Directly Generated Dedicated Funds (4200), Local Government Funds (4300), or State Government Funds (4400). This includes in-kind matches such as land and services.</p>
4600	Non-Added Revenues	<p>Non-added revenues are funds received by the transit agency that are not included in the total funds earned during the operating period.</p>
4610	Contributed Services	<p>Contributed services are in-kind services received by the reporting agency from another entity or person where there is no payment for the services. Since there is no actual cost for the contributed service, the NTD includes the value of the service as non-added revenue. An example of a contributed service is when a retired lawyer provides pro-bono legal services to the local transit agency. On the other hand, when the transit agency is a part of a larger entity (like a department of city government) and the larger entity pays for the service, the reporter must report the cost of the service, as described in Full Cost of the Service.</p>
4620	Voluntary Non-Exchange Transactions	<p>This object class is for the receiver to record the non-exchange value when all applicable eligibility requirements have been met. In a voluntary non-exchange transaction, an agency gives or receives value (e.g., revenue vehicle) without directly receiving or giving equal value (e.g., cash) in return. This is different from an exchange transaction, in which each party receives and gives up essentially equal values. An example of a voluntary non-exchange transaction is when one government agency builds capital assets and transfers the assets to another transit agency that operates them.</p> <p>The recipient of a non-exchange transaction recognizes non-exchange receivables or funds when all applicable eligibility requirements have been met. Examples of eligibility requirements might include situations where the receiving agency is required to wait for a period of time before it has access to the transferred asset, or where the provider’s transfer of asset is contingent upon an agreed upon action taken by the recipient.</p> <p>The agency records non-exchange receivables as current or noncurrent assets. The recipient reports resources transmitted before eligibility requirements are met as deferred revenues (liability).</p> <p>Providing agencies can find guidance for reporting the non-exchange transaction under the Reconciling Items: Voluntary Non-Exchange Transaction (5250).</p>
4630	Sales and Disposals of Assets	<p>Sales and disposals of assets include, but are not limited to sales of equipment, buildings, real estate and other property. Funds from sales and disposals of capital assets are not considered revenues earned because these transactions involve the conversion of existing assets into cash and not an increase in asset value. Consequently, NTD does not include this amount in the total funds earned during the reporting period. If an asset is sold for an amount higher than its book value</p>

Code	Object Class	Definition
		(cost less accumulated depreciation), the agency records the difference between the sale price and book value as a gain in Other Agency Revenues (4150).
4640	Transportation Development Credits	In some states, funds spent on transportation at the state level can be used as a non-federal match for federal grants to transit agencies. These are known as Transportation Development Credits (TDCs) or toll credits. Since these credits are not actually used to cover expenses, NTD does not include these credits in the total funds earned.

Source: [NTD Uniform System of Accounts \(USOA\)](#)

Proof of Local Match

The Section 5311 federal share of eligible **capital** expenses may not exceed 80%, and the Section 5311 federal share of eligible **operating** expenses may not exceed 50%. Some combination of state, local, or private funding sources must be identified and committed to provide the required non-Federal share. The non-Federal share may be cash, or in kind. Funds may be local, private, state, or (up to one half) unrestricted Federal funds. Funds may not include any borrowed against the value of capital equipment funded in whole or in part by State and/or Federal sources.

The Section 5311 Program permits up to one half the required match to be derived from other unrestricted Federal funds. Federal funds are unrestricted when a Federal agency permits its funds to match Section 5311. Essentially all Federal Social Service Programs using transit services are unrestricted, such as Medicaid, employment training, vocational rehabilitation services and Temporary Assistance for Needy Families; other U.S. DOT Programs are not considered unrestricted Federal funds.

Contract revenue from the provision of transportation services to social service agencies may also be used as local match. The costs associated with providing the contract revenue service must be included in the project budget if using contract revenue as match.

Non-cash, in-kind contributions such as donations of goods or services and volunteered services are eligible to be counted towards the local match only if the value of such is formally documented, supported and pre-approved by the District Office. Any funds committed as match to another Federal program may not be used to match Section 5311 funds.

Local match may be derived from any non-U.S. Department of Transportation (USDOT) Federal Program, state programs, local contributions or grants.

Applicants may not borrow funds to use as match nor may they place liens on Section 5311-funded vehicles or equipment. The breakdown of funding for the Section 5311 grant program is 80% Federal and 20% local for capital projects, meaning the Federal share of eligible capital costs may not exceed 80% of the total award, and with the remaining 20% being supported by a local match. Agency will order capital equipment directly from the vendor and pay 100% of the purchase at time of delivery. Agency will invoice the Department for the 80% federal reimbursement.

The authorized representative that signs Form B-2 must be the same representative authorized by the Governing Board’s Resolution.

Applicants must attach documentation of match funds immediately behind Form B-2. Proof may consist of,

but not be limited to:

- Letter on official letterhead from the applicant’s CEO attesting to match availability and commitment,
- Transportation Disadvantaged (TD) allocation,
- Written statements from county commissions, state agencies, city managers, mayors, town councils, organizations, accounting firms and financial institutions.

Forms B-2: Operations Phase - Estimate of Project Costs by Budget Category

Provide the local, federal, and total amount for all operating requests. If the applicant is including direct costs other than salaries, fringe benefits, contractual services, or travel, please list the type of cost under “Other Direct Costs.” Please also include the local, Federal, and total costs associated with indirect costs when applicable. Subtract any projected revenue from the total identified expenses.

Form B-3: Capital Request Form

Applicants must complete the “Capital Request,” Form B-3, provided in the application. The upper part of the form (vehicle requests) covers vehicles. The lower (equipment requests), covers other capital equipment such as radios, computer software, computer hardware, etc. Any bus options that are part of purchasing the bus itself should be part of the vehicle request and NOT separated out under equipment. For eligible expenses, please see **page 6**.

To identify vehicle type and estimated cost visit <http://tripsflorida.org/>. **NOTE:** All vehicle requests must be supported with a completed sample order form for estimating the vehicle cost. The order form can be obtained from <http://www.tripsflorida.org/contracts.html>

1. Select Desired Vehicle (Cutaway, Minibus etc.)
2. Choose Vendor (use drop down arrow next to vendor name to see information)
3. Select Order Packet
4. Complete Exhibit A (Order Form)

The Florida Department of Management Services Contract can be found at [Florida Department of Management DMS](#)

NOTE: Applicants should be sure to indicate whether the new vehicle is to replace (R) an older vehicle or expand (E) the fleet by buying a new vehicle, and the fuel type of the vehicle.

Vehicle Request Instructions	
Field	Instructions
Replacement (R) or Expansion (E)	Indicate whether the new vehicle is (R) replacing a retiring vehicle or (E) expanding the applicant’s fleet. If the capital request includes replacement vehicle(s), applicants must identify the vehicle(s) in their current fleet that will be replaced with the vehicle(s) from the vehicle request.
Fuel Type	Specify fuel type: Gas, Diesel, Compressed Natural Gas (CNG), etc.
Useful Life	See Appendix for useful life specifications by asset type.
Description/ Vehicle Type	Include the length and type vehicle, lift or ramp, number of seats and wheelchair positions. For example, 22’ gasoline bus with lift, twelve (12) ambulatory seats, and two (2) wheelchair positions. Please note, in this example, if both wheelchair positions are occupied the ambulatory seats will be reduced to eight (8). Any bus options that are part of purchasing the bus itself should be part of the vehicle request and NOT separated out under equipment.
Quantity	Specify the number of this type of vehicle being requested.
Estimated Cost	Estimated costs should match the amount calculated on the attached order form.

Replacement Vehicle Instructions

If the capital request includes replacement vehicle(s), applicants must identify the vehicle(s) in their current fleet that will be replaced with the vehicle(s) from the vehicle request. Please list vehicles in order of replacement priority.

Field	Instructions
FDOT Control #	If applicable
VIN	Vehicle Identification Number
Year	Year of manufacture
Make	Manufacturer name
Model	Model name
Mileage	Odometer reading at time of application submittal.

Equipment Request Instructions

Equipment add-on options that are part of purchasing the vehicle itself should be included in the vehicle request and not separately itemized under the equipment request.

Field	Instructions
Description	List the number of items and provide a brief description (i.e. two-way or stereo radio, computer hardware/software, etc.).
Useful Life	See Appendix for useful life specifications by asset type.
Quantity	Specify the number of units requested.
Estimated Cost	Attach and reference estimates if applicable. It is recommended that applicants gather and retain at least two estimates for the equipment requested. Purchases must be approved at the local level and adhere to all applicable state and federal Procurement Guidelines .

Form C: Current Vehicle and Transportation Equipment Inventory Form

All columns of the form must be completed, as applicable. The form must include:

- A current list of all vehicles and equipment owned by the applicant
- Those vehicles bought with other than Federal funds
- Those vehicles now on order
- Those vehicles to be ordered with grant awards made in previous years
- An asterisk (*) must be placed next to the model year of vehicles to be replaced with the grant being applied for with this application.
- Vehicles can only be listed as “replacement” once. If a replacement award was previously given for a vehicle, that vehicle cannot be listed for replacement again.
- Vehicles operated by the applicant’s contractor or lessee should also be identified, and the name of the contractor/lessee shown in Form B (Proposed Project Description) of the application.
- Indication of whether vehicles were donated, and if so, when the donation occurred.

Part III – Managerial Capability

Exhibit I: FDOT Certification and Assurances

To be completed and signed by the individual authorized by the governing board of the applicant agency and submitted with the grant application.

Exhibit J: Standard Lobbying Certification

All grant awards issued to a recipient in the amount of \$100,000 or more must include a standard lobbying certification signed by the authorized agency representative.

Exhibit K: FTA Section 5333(b) Assurance

All applicants must include a signed FTA Section 5333 (B) Assurance form, available in the 5311 Grant Application. By signing the following assurance, the recipient of Section 5311 and/or 5311(f) assistance assures it will comply with the labor protection provisions of 49 U.S.C. 5333(b) by one of the following actions: (1) signing the Special Warranty for the Rural Area Program ([see FTA Circular C9040.1G, Chapter VIII](#)); (2) agreeing to alternative comparable arrangements approved by the ([Department of Labor \(DOL\)](#)); or (3) obtaining a waiver from the DOL.)

Exhibit L: Leasing Certification

This exhibit must be completed by all applicants for capital assistance and signed by the authorized agency representative. This exhibit does **not** need to be completed if the applicant plans to lease the vehicle. It also must be completed to certify that the agency will NOT lease the vehicle if that is the case.

Exhibit M: Certification of Equivalent Service

The “Certification of Equivalent Service” must be completed for all non-accessible vehicles

Form 424: Application for Federal Assistance

ALL applicants must complete the Standard Application for Federal Assistance (OMB 4040-0004 [Form 424](#)) . A sample of the standard form is located on the next page of this manual.

The code assigned to the Section 5311 Program in the Catalog of Federal Domestic Assistance is **20.509**. This code should be shown in Section 11 of the form followed by the title: “Formula Grants for Rural Areas, Section 5311. .”

For more information on DUNS Numbers, visit <http://fedgov.dnb.com/webform>.

If applying for both **operating** and **capital assistance**, submit separate Standard Form 424 for Operating and Capital. Each Form 424 must stand alone for the type of request as the categories are different and so are the match requirements: i.e., one form should cover **Operating Assistance** and a separate form should cover **Capital Assistance**. The applicant must ensure that Section 18 of Form 424 is consistent with the award amounts requested in Form B-2 and B-3.

Form 424 Instructions

Item Entry

1. Type of Submission should be “Application”

2. Type of Application should be “New”

3. “Not Applicable”

4. “Not Applicable”

5. A “Not Applicable”

- 5 B Federal Award Identifier (FTA Grant Number) is not needed at this time.
This number will be assigned after submission of State POP.

6. State use only (if applicable)

7. State Application Identifier is “1001”

- 8.a, b, Enter legal name of applicant, name of primary organizational unit (including division, if applicable),
c, which will undertake the assistance activity, enter employer/taxpayer identification number (EIN/TIN)
d e, f as assigned by Internal Revenue Service, enter the organization’s DUNS number (received from Dun
and Bradstreet), enter the complete address of the applicant (including country), and name,
telephone number, e-mail and fax of the person to contact on matters related to this application.

9. Type of Applicant 1: Select Applicant Type

10. Name of Federal Agency should be “Federal Transit Administration”

11. Catalog of Federal Domestic Assistance (CFDA) Number is: 20.509
CFDA Title should be: Formula Grants for Rural Areas, Section 5311

12. “Not Applicable”

13. “Not Applicable”

14. List the areas affected by project (cities, counties, states etc.).
Can be submitted on a separate piece of paper.

15. Enter a brief descriptive title of the project. If appropriate (e.g., construction or real property projects),
attach a map showing project location. For pre-applications, use a separate sheet to provide a
summary description of this project.

16. List (a) the applicant’s Congressional District and (b) any Congressional District(s) affected by the
program or project. Find your district here: <https://www.house.gov/representatives/find-your-representative>

17. Enter the proposed start date and end date of the project (dates must be within the same 12-month
period/calendar year).

Item Entry

- 18. Amount requested or to be contributed during the first funding/budget period by each contributor. Value of in-kind contributions should be included on appropriate lines as applicable. If the action will result in a dollar change to an existing award, indicate only the amount of the change. For decreases, enclose the amounts in parentheses. If both basic and supplemental amounts are included, show breakdown on an attached sheet. For multiple program funding, use totals and show breakdown using same categories as item

- 19. Check the applicable box

- 20. Check the applicable box. If “yes”, provide explanation in attachment.

- 21. Must be signed by the governing board representative that was authorized to sign this particular application.

Application for Federal Assistance SF-424		
* 1. Type of Submission: <input type="checkbox"/> Preapplication <input type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
* 3. Date Received: <input type="text"/>	4. Applicant Identifier: <input type="text"/>	
5a. Federal Entity Identifier: <input type="text"/>	5b. Federal Award Identifier: <input type="text"/>	
State Use Only:		
6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>	
8. APPLICANT INFORMATION:		
* a. Legal Name: <input type="text"/>		
* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text"/>	* c. Organizational DUNS: <input type="text"/>	
d. Address:		
* Street1: <input type="text"/> Street2: <input type="text"/> * City: <input type="text"/> County/Parish: <input type="text"/> * State: <input type="text"/> Province: <input type="text"/> * Country: <input type="text" value="USA: UNITED STATES"/> * Zip / Postal Code: <input type="text"/>		
e. Organizational Unit:		
Department Name: <input type="text"/>	Division Name: <input type="text"/>	
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix: <input type="text"/> Middle Name: <input type="text"/> * Last Name: <input type="text"/> Suffix: <input type="text"/>	* First Name: <input type="text"/>	
Title: <input type="text"/>		
Organizational Affiliation: <input type="text"/>		
* Telephone Number: <input type="text"/>	Fax Number: <input type="text"/>	
* Email: <input type="text"/>		

Application for Federal Assistance SF-424			
* 9. Type of Applicant 1: Select Applicant Type: <input type="text"/>			
Type of Applicant 2: Select Applicant Type: <input type="text"/>			
Type of Applicant 3: Select Applicant Type: <input type="text"/>			
* Other (specify): <input type="text"/>			
* 10. Name of Federal Agency: <input type="text"/>			
11. Catalog of Federal Domestic Assistance Number: <input type="text"/>			
CFDA Title: <input type="text"/>			
* 12. Funding Opportunity Number: <input type="text"/>			
* Title: <input type="text"/>			
13. Competition Identification Number: <input type="text"/>			
Title: <input type="text"/>			
14. Areas Affected by Project (Cities, Counties, States, etc.): <input type="text"/> <input type="button" value="Add Attachment"/> <input type="button" value="Delete Attachment"/> <input type="button" value="View Attachment"/>			
* 15. Descriptive Title of Applicant's Project: <input type="text"/>			
Attach supporting documents as specified in agency instructions. <input type="button" value="Add Attachments"/> <input type="button" value="Delete Attachments"/> <input type="button" value="View Attachments"/>			

Application for Federal Assistance SF-424	
16. Congressional Districts Of:	
* a. Applicant <input style="width: 100px;" type="text"/>	* b. Program/Project <input style="width: 100px;" type="text"/>
Attach an additional list of Program/Project Congressional Districts if needed.	
<input style="width: 200px;" type="text"/>	<input type="button" value="Add Attachment"/> <input type="button" value="Delete Attachment"/> <input type="button" value="View Attachment"/>
17. Proposed Project:	
* a. Start Date: <input style="width: 100px;" type="text"/>	* b. End Date: <input style="width: 100px;" type="text"/>
18. Estimated Funding (\$):	
* a. Federal	<input style="width: 150px;" type="text"/>
* b. Applicant	<input style="width: 150px;" type="text"/>
* c. State	<input style="width: 150px;" type="text"/>
* d. Local	<input style="width: 150px;" type="text"/>
* e. Other	<input style="width: 150px;" type="text"/>
* f. Program Income	<input style="width: 150px;" type="text"/>
* g. TOTAL	<input style="width: 150px;" type="text"/>
* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?	
<input type="checkbox"/> a. This application was made available to the State under the Executive Order 12372 Process for review on <input style="width: 100px;" type="text"/> .	
<input type="checkbox"/> b. Program is subject to E.O. 12372 but has not been selected by the State for review.	
<input type="checkbox"/> c. Program is not covered by E.O. 12372.	
* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)	
<input type="checkbox"/> Yes <input type="checkbox"/> No	
If "Yes", provide explanation and attach	
<input style="width: 200px;" type="text"/>	<input type="button" value="Add Attachment"/> <input type="button" value="Delete Attachment"/> <input type="button" value="View Attachment"/>
21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)	
<input style="width: 100px;" type="checkbox"/> ** I AGREE	
** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.	
Authorized Representative:	
Prefix: <input style="width: 100px;" type="text"/>	* First Name: <input style="width: 200px;" type="text"/>
Middle Name: <input style="width: 200px;" type="text"/>	
* Last Name: <input style="width: 400px;" type="text"/>	
Suffix: <input style="width: 100px;" type="text"/>	
* Title: <input style="width: 300px;" type="text"/>	
* Telephone Number: <input style="width: 150px;" type="text"/>	Fax Number: <input style="width: 200px;" type="text"/>
* Email: <input style="width: 500px;" type="text"/>	
* Signature of Authorized Representative: <input style="width: 250px;" type="text"/>	* Date Signed: <input style="width: 100px;" type="text"/>

Exhibit N: Federal Certifications and Assurances

The **last** page (Appendix A) of the annual Federal Register Notice that applies to Federal Certifications and Assurances provides applicants with a single signature page on which an applicant and its attorney must certify compliance with the requirements of the various FTA grants or cooperative agreements. The Federal Register Notice is revised annually and is usually available around January 1 of each year. Applicants may obtain a copy of the current year document through the internet at the [FTA website](#). If unable to access the form, applicants may contact their FDOT District Office for assistance. The appropriate signed Federal certification/assurance form must be included in the application when it is submitted to the FDOT District Office.

If the FTA Certifications & Assurances are not available for the year of application, applicants may use the previous year's form. When the current year form becomes available, applicants must submit an updated form.

The signature page for Federal Certifications and Assurances (include the page listing the certification categories) must be signed by the individual authorized by the applicant's governing board to sign and submit applications, and its attorney.

GRANT WRITING TIP

All applicants must use the current year form and it must be the actual form from the FTA. This form cannot be an edited version of a prior year's forms or a recreation of the form.

DO NOT copy Federal Certifications & Assurances onto agency letterhead for signature, it will be returned to you and delay processing your grant request.

Exhibit O: Title VI Plan

If an applicant has not previously submitted their Title VI plan to the Department, a copy must be included with the application. **A template for this exhibit may be obtained from your District office and/or the FDOT [State Management Plan](#).**

Exhibit P: Protection of the Environment

Most transit projects funded under Section 5311 will be classified by FTA as categorical exclusions. Examples of categorical exclusions include purchase of transit vehicles, and purchase of office equipment. If the proposed project is for construction or acquisition of facilities or other buildings, further evaluation may be required before a determination can be made that the project is a categorical exclusion. A Categorical Exclusion (CE) is described in 40 CFR 1508.4 and 23 CFR 771, as a project which, based upon experience with similar actions, does not individually or cumulatively have a significant environmental effect, and is excluded from the requirement to prepare an Environmental Assessment (EA) or an Environmental Impact Statement (EIS). Therefore, a project that qualifies as a CE generally requires a lower level of documentation. These projects do not bring significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic, or other resources; do not involve

significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; and do not otherwise individually or cumulatively have any significant environmental impacts.

Types of projects that have been determined by FTA to qualify as CEs, and normally do not require any further National Environmental Policy Act (NEPA) approvals by FTA, are listed in 23 CFR 771.118(c). Additional actions which meet the criteria for a CE but may be designated as CEs only after FTA approval are listed in 23 CFR 771.118 (d). In these cases, the applicant must submit documentation which demonstrates that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result.

To meet the requirements of a CE determination, a proposed project may not be impermissibly segmented from a larger project. This means that a project may be proposed to be implemented in phases or as part of a larger undertaking, but must still demonstrate independent utility, connect logical termini, and should not restrict consideration of alternatives. In order to meet a CE designation, a proposed project cannot have substantial controversy on environmental grounds, or significant impact to properties protected by Section 4(f) of the US DOT Act (public park and recreation lands, wildlife and waterfowl refuges, and historic sites) or Section 106 of the National Historic Preservation Act (cultural resources including historic and archaeological sites). The presence of features such as wetlands and floodplains within the project area would likely also require additional documentation.

The applicant should contact the Florida Department of Transportation (FDOT) District Office for assistance with determining the level of documentation required. The FDOT will use a description of the proposed project, along with any maps or figures to assist with determining if a proposed project is likely to meet FTA criteria for a CE.

Exhibit Q: Triennial Review- Corrective Action Plan (CAP)

Required if the agency's latest Triennial Review included a CAP. The CAP is required once a deficiency and /or area of concern is identified after FDOT completes a triennial review and inspection. For more information see FDOT's Triennial Review Process as part of the [State Management Plan](#).

7. Appendix

What’s on the Market

Visit [FDOT TRIPS website](#) for all active contracts. *The Florida Department of Management Services Contract can be found at [Florida Department of Management DMS](#).*

Useful Life Requirements

ASSET	USEFUL LIFE	SOURCE
BUSES/LIGHT VEHICLES		
Large heavy-duty transit buses 35'-40'	12 years and 500,000 miles	FTA Circular 5010.1D
Small heavy-duty transit buses 30'	10 years and 350,000 miles	TRIPS Florida
Medium medium-duty transit buses 25'-35'; Sprinter bus	7 years and 250,000 miles	TRIPS Florida
Medium light-duty transit buses, cutaway, MV-1, Minivan	5 years and 200,000 miles	TRIPS Florida
Minibus	4 years and 100,000 miles	TRIPS Florida
TROLLEYS		
Fixed guideway steel-wheeled	25 years	FTA Circular 5010.1D
Fixed guideway electric, rubber tires	15 years	FTA Circular 5010.1D
Simulated trolleys (rubber tires, internal combustion engine)	Refer to bus useful life	FTA Circular 5010.1D
Rail Vehicles	25 years, see circular	FTA Circular 5010.1D
FERRIES		
Passenger ferries	25 years	FTA Circular 5010.1D
Other ferries (w/o refurbishment)	30 years	FTA Circular 5010.1D
Other ferries (w/refurbishment)	60 years	FTA Circular 5010.1D
FACILITIES		
Buildings- concrete, steel and frame construction	40 years	FTA Circular 5010.1D

ASSET	USEFUL LIFE	SOURCE
OTHER CAPITAL EQUIPMENT		
Fare boxes	10 years	Manufacturer /Industry Standards
Computer hardware	4 years	GAAP Guidelines/Industry Standards
Computer hardware- Domain controllers	4 years	Industry Standards
Mobile data computers (real-time dispatching)	7 years	Manufacturer
Computer software	4 years	GAAP Guidelines/Industry Standards
Computer software- HASTUS	4 years	Manufacturer
Computer software- ADP	4 years	Industry Standards
Scheduling/fleet management software	4 years	GAAP Guidelines/Industry Standards
Communications equipment, mobile radios, base stations	10 years	GAAP Guidelines/Industry Standards
Security/Surveillance equipment, cameras for vehicles	Same as useful life of vehicle	
Security/Surveillance equipment, cameras for buildings	10 years	Industry Standards
Shop equipment- Alignment machines, bus washing, tire changers	10 years	Manufacturer
Bus lift	20 years	Manufacturer
Wheelchair lift	Same as useful life of vehicle	
Bus shelters	15 years	Industry Standards
Bus shelter/stop benches	10 years	Manufacturer
Office furniture	10 years	Manufacturer
Carpeting	5 years	Manufacturer
Repeater tower	25 years	Manufacturer
Engine for bus/trolley	4 years	Industry Standards
Bus stop signage	10 years	Industry Standards
HVAC parts	5 years	Grantee experience
Asphalt parking lot	15 years	GASB
Thermal diesel particle filter cleaner	10 years	Manufacturer
Commercial roofing	15 years	Industry Standards

Recipient Risk Assessment Tool

For Department use only. Included here for informational purposes.

Prior to awarding FTA funds, the Department is required to conduct a risk assessment of the potential grantee/sub-recipient. The terms grantee and sub-recipient are interchangeable for the purposes of this tool.

The requirements for the risk assessment are outlined in 2 CFR 200 and FTA Circular 5010.E. The Department will consider the following items in order to evaluate the risk posed by each applicant:

- Financial stability, including the applicant’s financial condition and financial capability;
- Quality of the applicant’s management systems;
- History of performance, particularly previous experience of the applicant in managing federal awards provided by the Department;
- Audit reports and any associated findings;
- [SAM.gov](https://sam.gov) check for applicant’s prior performance.

To complete the risk assessment, the following questions must be answered in regards to the applicant. If the District decides to award to the applicant, then the risk assessment documentation becomes part of the project file. Should the District decide not to award to the applicant, then the risk assessment remains as part of the grantee selection process.

1. There are two basic aspects to financial capacity/stability: the general financial condition of the grantee and the financial capability of the grantee. Satisfactory financial condition means that the grantee can pay its current costs from existing revenues. Satisfactory financial capability means the grantee’s ability to meet its expansion costs in addition to its existing operations from projected revenues. *Does the applicant meet the criteria for satisfactory financial capability and condition? Provide supporting documentation or explanation.*

2. Describe the applicant’s management systems. Does the organization’s structure clearly define, assign, and delegate appropriate authority for all duties? Are responsibilities segregated within the organization to ensure that adequate internal checks and balances exist? Does the applicant have written operating procedures that are simply stated, yet meet the applicant’s operating, legal, and regulatory requirements?

3. Document the applicant’s history of performance. Has local match been readily available? Are invoices submitted in a timely manner?

4. Review previous audit reports. Does the applicant have any unresolved audit findings? Are there reoccurring findings in the annual audit reports?

5. Attach the screen shot of the [SAM.gov](https://sam.gov) check of the applicant.

Local Clearinghouses / Regional Planning Councils (RPC)

Clearinghouse/RPC	Contact Information	Counties Covered
West Florida RPC 4081-A East Olive Rd. Pensacola, FL 32514	Austin Mount austin.mount@wfrpc.org (850) 332-7976 (800) 226-8914	Bay, Escambia, Holmes, Okaloosa, Santa Rosa, Walton, & Washington
Apalachee RPC 2507 Callaway Rd. Suite 200 Tallahassee, FL 32303	Chris Rietow crietow@theapc.com (850) 488-6211	Calhoun, Franklin, Gadsden, Gulf, Jackson, Jefferson, Leon, Liberty, Wakulla
North Central Florida RPC 2009 NW 67 th Place Gainesville, FL 32653-1603	Scott Koons skoons@ncfrpc.org (352) 955-2200 ext. 103	Alachua, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Levy, Madison, Marion, Suwannee, Taylor, Union
Northeast Florida RPC 6850 Belfort Oaks Place Jacksonville, FL 32216	Eric Anderson eamderspm@nefrpc.org (904) 279-0880 ext. 178	Baker, Clay, Duval, Flagler, Nassau, Putnam, St. Johns
East Central Florida RPC 309 Cranes Roost Blvd. Suite 2000 Altamonte Springs, FL 32701	Hugh W. Harling, Jr. harling@ecfrpc.org (407) 262-7772	Brevard, Lake, Orange, Osceola, Seminole, Sumter, Volusia
Central Florida RPC Post Office Drawer 2089 Bartow, FL 33830	Ken Harley kharley@cfrpc.org (863) 534-7130 ext. 103	DeSoto, Hardee, Highlands, Okeechobee, Polk
Tampa Bay RPC 4000 Gateway Center Blvd. Suite 100 Pinellas Park, FL 33782-6141	John Meyer johnm@tbrpc.org (727) 570-5151 ext. 10	Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas
Southwest Florida RPC 1926 Victoria Ave Fort Myers, FL 33901	Nicole Gwinnett ngwinnett@swfrpc.org (239) 338-2550 ext. 232	Charlotte, Collier, Glades, Hendry, Lee, Sarasota
Treasure Coast RPC 421 Southwest Camden Ave Stuart, FL 34994	Stephanie Heidt sheidt@tcrpc.org (772) 221-4060	Indian River, Martin, Palm Beach, St. Lucie
South Florida RPC 3440 Hollywood Blvd. Suite 140 Hollywood, FL 33021	Kathe Lerch klerch@sfrpc.com (954) 985-4416	Broward, Miami-Dade, Monroe

FDOT District Office Contacts

District 1		P.O. Box 1249 801 North Broadway Bartow, FL 33830-1249
Paul A. Simmons	(863) 519-2388 Paul.Simmons@dot.state.fl.us	Modal Development Administrator
Michelle Peronto	(863) 519-2551 Michelle.Peronto@dot.state.fl.us	Transit Projects Administrator
Dale Hanson	(863) 519-2321 Dale.Hanson@dot.state.fl.us	Transit Projects Coordinator (ATKINS) Counties: <i>Collier, Manatee & Sarasota</i>
Meghan Marion	(239) 225-1982 Meghan.Marion@dot.state.fl.us	Transit Projects Coordinator Counties: <i>Charlotte, Glades, Hendry & Lee</i>
Charlene Ross	(863) 519-2390 Charlene.Ross@dot.state.fl.us	Transit Projects Coordinator Counties: <i>DeSoto, Hardee, Highlands, Okeechobee & Polk</i>
District 2		2198 Edison Ave, MS 2806 Jacksonville, FL 32204
Doreen Joyner-Howard	(904) 360-5650 Doreen.Joyner-Howard@dot.state.fl.us	Manager
Janell Damato	(904) 360-5687 Janell.Damato@dot.state.fl.us	Alachua, Baker, Clay, Nassau, Putnam, St. Johns
Sandra Collins	(386) 961-7870 Sandra.Collins@dot.state.fl.us	Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Levy, Madison, Suwannee, Taylor, Union
Theodis Perry	(904) 360-5414 Theodis.Perry@dot.state.fl.us	Duval
Christina Nalsen	(904) 360-5667 christina.nalsen@dot.state.fl.us	All D2 Counties
District 3		P.O. Box 607 Chipley, FL 32428-9990
Scott Walters	(850) 330-1553 Scott.Walters@dot.state.fl.us	Manager
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Larry Merritt	(954) 777-4683 Larry.Merritt@dot.state.fl.us	Manager
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Dave Newell	(813) 975-6195 Dave.Newell@dot.state.fl.us	5310 Program Manager
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Glossary

Ambulatory - A person who is able to walk and move about freely without being confined to a bed or wheelchair.

Applicant – An agency applying for Section 5311 Federal Assistance. See also “new applicant” and “recurring applicant.”

Authorizing Federal and State Legislation – Legislation authorizing the Section 5311 program are: Moving Ahead for Progress in the 21st Century (MAP-21) Section 20010; 49 U.S.C. Sections 5311; FTA Circular 9040.1F, Florida Statutes; and Chapter 14-73, Florida Administrative Code. [Section 5311 FTA Circular](#)

Capital cost of contracting - Some FTA recipients turn to an outside source to obtain public transportation service, maintenance service, or vehicles that the recipient will use in public transportation service. When recipients contract for such service, FTA will provide assistance with the capital consumed in the course of the contract. In the case of a contractor’s providing vehicles for public transportation service, the capital consumed is equivalent to the depreciation of the vehicles in use in the public transportation service during the contract period. In the case of a maintenance contract, the capital consumed may be, for example, depreciation of the maintenance garage, or depreciation of the machine that lifts the vehicle. Capital consumed may also include a proportionate share of the interest the contractor might pay out as the contractor purchases and makes available to the recipient of these capital assets.

Category A project – A project certified by the District Office as having met all the statutory and administrative requirements for approval.

Category B project – A project the District Office anticipates approving, but that has not met all the statutory and administrative requirements for approval.

Community Transportation Coordinator (CTC) - A transportation entity recommended by an MPO, or by the appropriate designated official planning agency, as provided for in Sections 427.011 - 427.017, F.S. in an area outside the purview of a MPO, to ensure that coordinated transportation services are provided to the transportation disadvantaged population in a designated service area.

Contract revenue – fee collected from a third-party for transportation services provided to the third-party.

Coordination contract – A written contract between the CTC and an agency who receives transportation disadvantaged funds and performs some, if not all, of its own transportation services, as well as transportation services to others, when shown to be more effective and more efficient from a total system perspective. The contract reflects the specific terms and conditions that will apply to those agencies who perform their own transportation, as well as joint utilization and cost provisions for transportation services to and from the CTC.

Disabled person – See individuals with disabilities.

Disadvantaged Business Enterprise (DBE) - DBEs are for-profit small business companies where socially and economically disadvantaged individuals own at least a 51% interest and also control management and daily business operations.

District program of projects – A district listing of each applicant agency for which a grant award is proposed, a description of the project to be funded, and the proposed federal, state and local share of the project cost. The district program of projects includes certification by the District Office that all applicants and projects so proposed either meet all program requirements or will meet all program requirements before a PTGA is executed.

Eligible expenses, capital - Section 5311 funds may be used for the capital expense of transportation services to the general public in rural areas. Eligible expenses are limited to buses, vans or other paratransit vehicles (including sedans and station wagons), radios and communications equipment, wheelchair lifts and restraints, vehicle rehabilitation, capital cost of contracting, new technologies, microcomputer hardware/software, initial installation costs, vehicle procurement, inspection and acceptance costs, construction or rehabilitation of transit facilities including design, engineering, and land acquisition, and other durable goods such as spare components with unit cost over \$300 and a useful life of more than one year.

Eligible expenses, operating - For the Section 5311 Program, eligible operating expenses include the total administrative, management, and operation costs directly incident to the provision of public transportation services less operating revenues. Projects may include late night and weekend service; guaranteed ride home service; shuttle service; demand-response van service; ridesharing and carpool activities; marketing. The federal share for net eligible operating costs may not exceed 50%.

Eligible recipient, 5311 – For the Section 5311 Program, political subdivisions of the State of Florida and agencies thereof, Indian Tribes and private nonprofit agencies designated as CTCs, per Chapter 427, F.S., who provide public transportation in rural areas, are eligible recipients for the Section 5311 Program. Private for-profit agencies may receive funds through contractual arrangements with eligible recipients. All recipients who are not CTCs must enter into coordination or transportation operator contracts with the appropriate CTC for the purpose of coordinating services. Local governments providing fixed route/fixed schedule service are not required to have an agreement with the CTC.

Eligible service, 5311 – Public transit service provided in rural areas on a regular and continuing basis is eligible. Service provided to non-sponsored transportation disadvantaged persons and to social service clients is eligible. Services may be designed to maximize usage by transportation disadvantaged persons in general, as long as there is no restriction on public use of the service. Services may not be designed exclusively to serve the transportation requirements of social service agencies without regard for the mobility needs of the community as a whole. The non-prioritization service plan must be submitted to the District Office. Charter, sightseeing, and exclusive school bus services are not eligible services. Since the goal of Section 5311 is to enhance access of people living in rural areas to activities, Section 5311 projects may include the transportation of rural area residents to and from urbanized areas.

Expanded service - Adding a new service to an already existing system.

Fares – co-pay or revenue collected from the client to cover the cost of their trip.

Federally recognized Indian Tribal Government – The governing body or a governmental agency of any Indian tribe, band, nation or other organized group or community certified by the Secretary of the Interior as eligible for the special programs and service provided through the Bureau of Indian Affairs.

FDOT control number - Is assigned by the District once the vehicle has been purchased, received and titled to the recipient with FDOT as the first lienholder.

Incurred - Commitment or obligation to spend funds for goods to be received or services to be rendered.

Individuals with disabilities - means an individual who, because of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use effectively, without special facilities, planning or design, public transportation service or a public transportation facility.

Labor protections – All Section 5311 operational projects, including intercity bus projects, require agreement to the terms and conditions of the standard Section 5333(b) special warranty for the Section 5311 Program.

Large Urbanized Area – an urbanized area (UZA) with a population of 200,000 or more individuals, as determined by the Bureau of Census.

Limited English Proficient (LEP) - Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited English proficient, or "LEP." These individuals may be entitled to language assistance with respect to a particular type of service, benefit, or encounter. DOT recipients are required to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.

Local match – Can be a cash match, human services transportation contract or in-kind. Income from contract to provide human service transportation may be used either to reduce the net project cost or to provide local match. In either case, the cost of providing the contract service is included in the total project cost. No Federal Transit Administration program funds can be used as a source of local match for other FTA Programs, even when used to contract for service. In-kind match must be approved, prior to invoicing, by the District Comptroller's Office and be an eligible source listed in the FTA Master Agreement. Non-cash items such as donations of goods or services, volunteered services, or in-kind contributions are eligible to be counted towards the local match only if the value of such is formally documented, supported and pre-approved by the District Office. Any funds committed as match to another Federal program may not be used to match Section 5311 funds.

Mobility management – Consists of short-range planning and management activities and projects for improving coordination among public transportation and other transportation-service providers carried out by a recipient or sub-recipient through an agreement entered into with a person, including a government entity, under 49 U.S.C. Chapter 53 (other than section 5309). Mobility management does not include operating public transportation service.

New applicant – An applicant for Section 5311 assistance that has not received an award in the last two fiscal years.

New service - A first time applicant starting a new service.

Non-ambulatory - A person who has a mobility impairment that prevents them from being able to walk or move about freely.

Non-prioritization plans – The plan developed by the recipient, and provided to the funding District, which outlines how the recipient plans to provide non-prioritized general public transportation services. All transportation services funded with Section 5311 funds shall be available to the general public, the plan must outline how the recipient will assure that all 5311 funded service is open to the general public.

Nonprofit organization – A corporation or association determined by the U. S. Secretary of the Treasury to be an organization described by 26 U.S.C. Section 501(c) which is exempt from taxation under 26 U.S.C. Section 501(a) or one incorporated within Florida which is certified as not for profit by the Secretary of State.

One-way passenger trips - A person who rides a transportation vehicle in one direction between two points for a specific purpose.

Operating revenue - For Section 5311, operating revenue includes the sum of all fares paid by passengers, whether such fares are paid at the time service is provided or via a prepaid arrangement such as passes or tokens. Operating revenue excludes revenues from contracts with social service agencies that pay for transportation of social service clients.

Program of Projects – A list of projects to be funded in a grant application submitted to the Federal Transit Administration by the Florida Department of Transportation. The program of projects lists the subrecipients and indicates whether they are private non-profit agencies, public bodies, or private providers of transportation service, designates the areas served (including Congressional Districts), and identifies any tribal entities. The program of projects also identifies intercity and RTAP projects. In addition, the program of projects includes a brief description of the projects, total project cost and the Federal share for each project, and the amount of funds used for program administration from the fifteen percent (15%) allowed. The program of projects shall indicate whether the employees of a subrecipient are represented by a union and if so by which union.

Public agency - An authority, commission, committee, council, department, division, bureau, board, section or any other unit or entity of the state or of a town, city, municipality, county or other local governing body.

Public transit - The transporting of people by conveyances or systems of conveyances, traveling on land or water, local or regional in nature, and available for use by the general public. Public transit specifically includes those forms of transportation commonly known as "paratransit" characterized by their non-scheduled, non-fixed route nature.

Public Transportation Grant Agreement (PTGA) - A contract between FDOT and a local sponsor of a

transportation project, defining a project and FDOT's participation.

Public transportation – 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.

Recipient – A State or Indian tribe that receives a Federal transit program grant directly from the Federal government.

Recurring applicant – An applicant for Section 5311 Federal Assistance who applies every year.

Rural areas- an area encompassing a population of fewer than 50,000 people that has not been designated in the most recent decennial census as an urbanized area by the Secretary of Commerce.

Seniors –an individual who is 65 years of age or older.

Small Urbanized Areas (UZA) - a UZA with a population of at least 50,000 but less than 200,000, as determined by the Bureau of the Census.

Subrecipients – A state or local governmental authority, a non-profit organization, or operator of public transportation or intercity bus service that receives Federal transit program grant funds indirectly through a recipient.

TransCIP – FDOT’s Transit Grant Management System [FDOT Transit Grant Management](#)

Transit Development Plan (TDP) - A locally adopted document, addressing a minimum five-year time frame. It is prepared by the public transit provider, in cooperation with the appropriate Metropolitan Planning Organization. It is consistent with the applicable approved local government comprehensive plan. The TDP includes an assessment of the need for transit services in the local area, identifies the local transit policies, existing services and proposed service improvements, capital and operating costs of the proposed services, existing and proposed sources of funding and a staged implementation plan. A TDP is updated annually.

Transportation Disadvantaged - Those persons who because of physical or mental disability, income status, or age, or who for other reasons, are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk as defined in Chapter 411.202 F.S.

Transportation Disadvantaged Service Plan (TDSP) - a three-year implementation plan, with annual updates developed by the CTC’s and planning agencies which contains the provisions of service delivery in the coordinated transportation system. The plan shall be reviewed and recommended by the local coordinating board.

Urbanized area - an area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial census as an urbanized area by the Secretary of Commerce.

Resources and Links

- [Congressional Districts](#)
- [Department of Management Services \(DMS\)](#)
- [Disclosure of Lobbying Activities](#)
- [DUNS Numbers](#)
- [Federal Audit Clearinghouse](#)
- [FTA Certifications & Assurances](#)
- [My Florida Marketplace](#)
- [Section 5310 FTA Circular](#)
- [Standard Form 424](#)
- [FDOT State Management Plan](#)
- [Sunbiz](#)
- [TRIPS Florida](#)

End of Instruction Manual

5311 Grant Application Instruction Manual Revised on September 14, 2020

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