



*Caltrans*

# **Division of Mass Transportation Updates to the Intercity Bus 5311(f) & Rural Transportation Assistance Program (RTAP) State Management Plans (SMPs)**

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*May 19, 2011*

*Phone Etiquette: Please put your phone on mute.  
Un-mute it to ask a question or provide comments*



# Agenda



#	Topic	Speakers
1	Introduction and Meeting Approach	Bennie Lee Kimberly Gayle Walter Butcher
2	5311 Rural Transportation Assistance Program (RTAP) with Open Discussions	Mark Codey Walter Butcher
3	5311(f) Intercity Bus Program with Open Discussions	James Ogbonna Walter Butcher
4	Wrap-Up	Kimberly Gayle Walter Butcher

# 5311 Rural Transportation Assistance Program (RTAP) Objectives



1. Promote the safe and effective delivery of public transportation in nonurbanized areas and to make more efficient use of public and private resources;
2. Foster the development of State and local capacity for addressing the training and technical assistance needs of the rural transportation community;
3. Improve the quality of information and technical assistance available through the development of training and technical assistance resource materials;
4. to facilitate peer-to-peer self help through the development of local networks of transit professionals;
5. to support the coordination of public, private, specialized, and human service transportation services; and,
6. to build a national database on the nonurbanized segment of the public transportation industry.



# Caltrans 5311 RTAP's Needs

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- Statewide RTAP Advisory Committee
- Subrecipient Input and Guidance
- Continued Focus on Training and Technical Assistance
- Seeking input from all 50 states on their RTAP Program
- Annual RTAP Meeting in Sacramento

# Caltrans 5311 RTAP FTA Requirements Overview



ID #	FTA Circular	Description Overview	Current SMP 5311
1	IX-1, Pg. 81, 2	<p>The State must include their program objectives in their SMP: to promote the safe and effective delivery of public transportation in nonurbanized areas and to make more efficient use of public and private resources; to foster the development of State and local capacity for addressing the training and technical assistance needs of the rural transportation community; to improve the quality of information and technical assistance available through the development of training and technical assistance resource materials; to facilitate peer-to-peer self help through the development of local networks of transit professionals; to support the coordination of public, private, specialized, and human service transportation services; and, to build a national database on the nonurbanized segment of the public transportation industry.</p>	Pg. 9-10
2	IX-1, Pg. 81, 3.a	<p><i>Authorization. The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorizes RTAP at 49 U.S.C. 5311(b)(3)(B) with no more than 2 percent of the amount authorized for Section 5311.</i></p>	Not included
3	IX-1, Pg. 82, c	<p>State RTAP funds have the same period of availability as the Section 5311 formula funds, the fiscal year in which they are allocated plus two additional fiscal years.</p>	Not included
4	IX-1, Pg. 84, 5	<p>Application procedures, program administration, and management requirements must correspond to those for Section 5311 as described throughout this circular.</p>	Not included



# 5311 RTAP - OPEN DISCUSSION



1. How do you currently access the RTAP Program?
2. Do you have any suggested improvements to the RTAP Program?
3. What RTAP services do you currently utilize the most?
4. What areas of technical assistance training would, or does, your agency benefit most from operationally?
5. Do you have any suggested improvements to the RTAP Program?



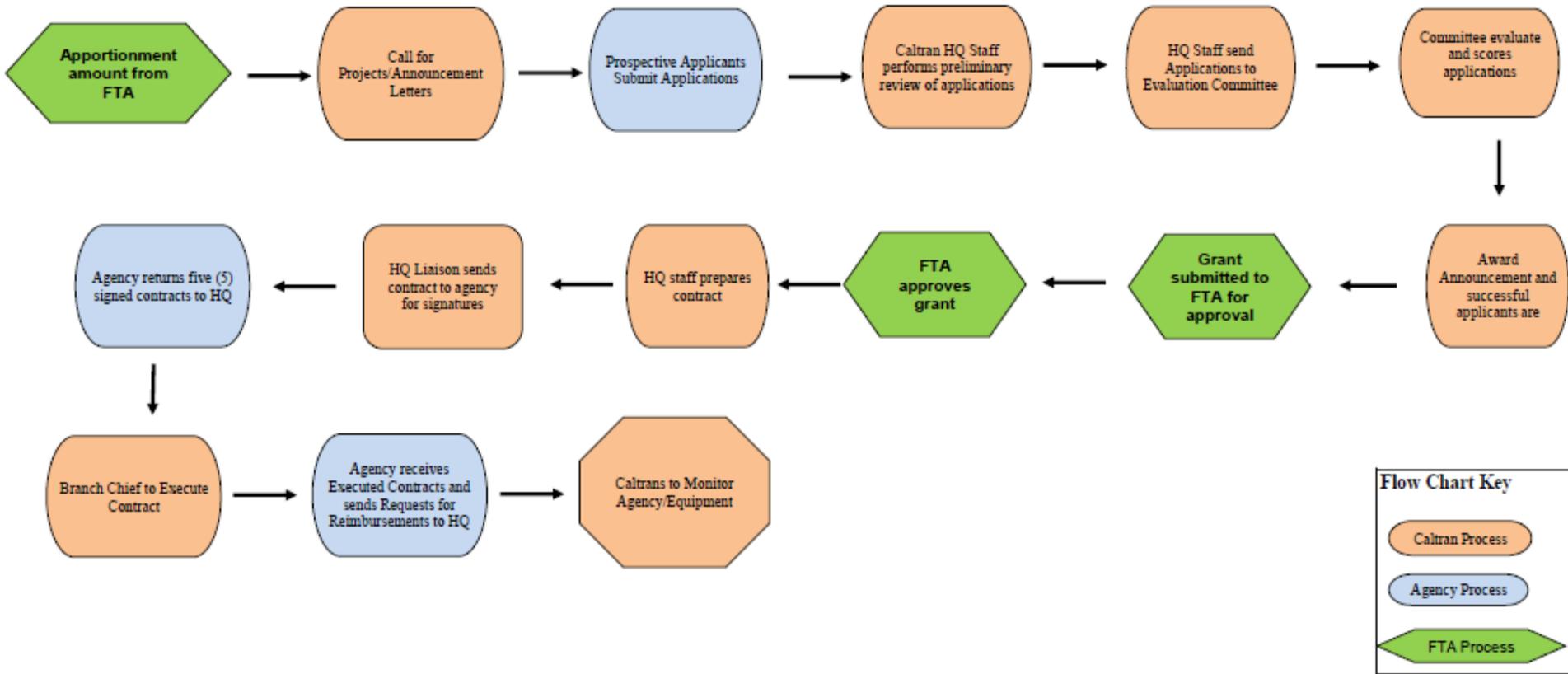
# 5311(f) Intercity Bus National Objectives



1. Support the connection between nonurbanized areas and the larger regional or national system of intercity bus service.
2. Support services to meet the intercity travel needs of residents in nonurbanized areas.
3. Support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities.



# 5311(f) Intercity Bus Process Flow



# Caltrans 5311(f) Intercity Bus Procedural Changes



- Increased Maximum Funding Limit
- Continued Funding
- Two year Funding Budget Based on Prior Year Expenditure
- Revised Scoring and Evaluation



# Caltrans 5311(f) Intercity Bus FTA Requirements Overview



ID #	FTA Circular	Description Overview	Current SMP 5311
1	VIII-1, Pg. 73, 2	<b>A State must include National Objectives in their SMP:</b> <i>One objective of the funding for intercity bus service under Section 5311, therefore, is to support the connection between nonurbanized areas and the larger regional or national system of intercity bus service. Another objective is to support services to meet the intercity travel needs of residents in nonurbanized areas. A third objective is to support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities.</i>	Pg. 7-8
2	VIII-1, Pg. 73, 1, Pg. 73, 3	<b>Title 49 U.S.C. 5311(f) requires each State to spend 15 percent of its annual Section 5311 apportionment “to carry out a program to develop and support intercity bus transportation.”</b>	Pg. 7.VIII
3	VIII-1, Pg. 73, 3.2	<i>A State certifying that its needs are adequately met must demonstrate that it has assessed statewide intercity mobility needs no more than four years before the date of the certification. The State must document in the State Management Plan (SMP) its consultation process and any process that it develops for periodically assessing statewide needs.</i>	Not included
4	VIII-4, Pg. 76-77	Connection to the national network of intercity bus service is an important goal of Section 5311(f) and services funded must make meaningful connections wherever feasible.	Pg. 8, 1

# Caltrans 5311(f) Intercity Bus FTA Requirements Overview



ID #	FTA Circular	Description Overview	Current SMP 5311
5	VIII-1, Pg. 73-74, last paragraph	<p><b>A State must certify that the intercity bus service needs of the State are being met adequately for each fiscal year that it does not intend to use 15 percent of its Section 5311 apportionment for intercity bus service.</b></p> <p><i>If the State determines that expenditure of some amount of funds other than the full 15 percent will result in needs being adequately met, it may submit a “partial” certification for the remainder of the 15 percent and spend only the portion needed to ensure that the intercity bus needs are adequately met.</i></p>	Not included
6	VIII-2, Pg. 74, 3	<p><b>The chief executive officer of the State or his or her duly-authorized designee must sign a certification letter addressed to the Federal Transit Administrator, with a copy to the regional office.</b></p>	Not included
7	VIII-2, Pg. 74, b.1-4	<p><b>The State’s intercity consultation process must include the following elements: identification of intercity bus providers in the State; activities the State will perform as part of consultation with identified providers and the intercity bus industry; an opportunity for intercity bus providers to submit proposals for funding as part of the State’s distribution of its annual apportionment; and a direct correlation between the results of the consultation process and a determination that the State’s intercity service needs are adequately being met.</b></p>	Not included
8	VIII-2, Pg. 77, 8	<p>Assistance under Section 5311(f) must support intercity bus service in rural areas.</p>	Pg. 8, 1

# Caltrans 5311(f) Intercity Bus FTA Requirements Overview



ID #	FTA Circular	Description Overview	Current SMP 5311
9	VIII-6, Pg. 78, 10	<i>Under Department of Transportation (DOT) Americans with Disabilities Act of 1990 (ADA) regulations, <b>public fixed route operators are required to provide ADA complementary paratransit service to individuals who can not use the fixed route due to their disability.</b> Commuter bus service is exempted from this requirement.</i>	Pg.11.XVI
10	VIII-6, Pg.78, last sentence	<i>When a public entity enters into a contract or other arrangement or relationship (including grants or subgrants) with a private entity to operate fixed route or demand-responsive service, <b>the public entity shall ensure that the ADA obligations are met, including any ADA complementary paratransit requirements.</b></i>	Pg.13, H2
11	VIII-7, Pg. 79, 11	<b>The Federal share for intercity projects is the same as for the Section 5311 program as a whole: 50 percent of the net cost for operations and 80 percent of the net cost for capital projects and project administration.</b>	Pg. 6.VII - no 80%
12	VIII-7, Pg. 79, 13	<b>In the absence of a certification from the Governor that intercity needs are adequately met, 15 percent of the State’s annual apportionment must be obligated for intercity bus transportation within the period of availability (three years).</b>	Not included



# 5311(f) Intercity Bus- OPEN DISCUSSION



1. Do you have any suggested improvements to the 5311(f) Intercity Bus Program?
2. Are there any issues you can foresee with the new changes to the SMP in regards to the 5311(f) Intercity Bus Program?
3. What can be improved between the Caltrans and Agencies in regards to the 5311(f) Intercity Bus Program?



# Advisory Committee Meetings

## Advisory Committee Meeting 1: May 12<sup>th</sup> @ 2:30pm

- Updates to the 5310, 5311, 5316, & 5317 SMPs (Caltrans only)

## Advisory Committee Meeting 2: May 19<sup>th</sup> @ 10am

- Updates to the 5310, 5316, & 5317 SMPs – *TODAY*

## Advisory Committee Meeting 3: May 19<sup>th</sup> @1pm

- Updates to the RTAP & Intercity Bus Programs (5311.f) – *TODAY*

## Advisory Committee Meeting 4: May 26<sup>th</sup> @ 10am

- **Updates to the 5311 Grants Administration and Program Management Sections**

## Advisory Committee Meeting 5: May 26<sup>th</sup> @ 1pm

- **Updates to the Procurement Sections for the 5310, 5311, 5316 & 5317 Programs**



# Questions / Comments

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