

Basic Federal Transit Administration (FTA) Terms

Associated transit improvement - any project that designed to enhance public transportation service or use and that are physically or functionally related to transit facilities.

Examples include:

- Historic preservation, rehabilitation, and operation of historic public transportation buildings, structures, and facilities;
- Bus shelters;
- Functional landscaping and streetscaping, including benches, trash receptacles, and street lights;
- Pedestrian access and walkways;
- Bicycle access, including bicycle storage shelters and parking facilities and the installation of equipment for transporting bicycles on public transportation vehicles;
- Signage; or Enhanced access for persons with disabilities to public transportation

Capital project —The term “capital project” means a project for:

- Acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation;
- Expenses incidental to the acquisition or construction, payments for the capital portions of rail trackage rights agreements;
- Transit-related intelligent transportation systems;
- Relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;
- Rehabilitating a bus;
- Remanufacturing a bus;
- Overhauling rail rolling stock;
- Preventive maintenance;
- Leasing equipment or a facility for use in public transportation;
- Joint development improvement that enhances economic development or incorporates private investment, such as commercial and residential development;
- enhances the effectiveness of public transportation and is related physically or functionally to public transportation;
- The introduction of new technology, through innovative and improved products, into public transportation;
- The provision of nonfixed route paratransit transportation services
- Establishing a debt service reserve, made up of deposits with a bondholder’s trustee, to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project under this chapter;

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- mobility management - consisting of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers - excluding operating public transportation services;
- associated capital maintenance;
- associated transit improvements; or
- technological changes or innovations to modify low or no emission vehicles

Designated recipient - An entity designated, in accordance with the planning process, to receive and apportion amounts made available to a region with an urbanized area of 200,000 or more in population. The designated recipient is generally (But Not Always) the largest transit agency in the region

Direct Recipient - a direct recipient is an eligible entity authorized by a Designated Recipient or State to receive Urbanized Area Formula Program funds directly from FTA

Job Access And Reverse Commute Projects A job access and reverse commute project is a transportation project to finance the planning, capital and operating costs that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment. In order for a job access and reverse commute project to receive funding under Section 5307, it must meet the following requirements:

- New and Existing Services. Eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not re-classify existing public transportation services that have not received funding under the former program as job access and reverse commute services in order to qualify for operating assistance.
- In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a "development project" or "maintenance project" as follows:
 - Development Projects: "Development of transportation services" means new projects that meet the statutory definition and were not in service as of October 1, 2012. This includes projects that expand the service area or hours of operation for an existing service. Projects for the development of new qualifying job access and reverse commute projects must be identified as such in the recipient's program of projects (POP).
 - Maintenance Projects: "Maintenance of transportation services" means projects that continue and maintain job access and reverse commute projects and services that received funding under the former Section 5316 program. Projects funded under the former Section 5316 program must be eligible under Section 5307 in order to continue to receive funding.
- Reverse Commute Projects - Reverse commute projects are a category of job access and reverse commute projects that provide transportation services from urbanized and rural areas to suburban employment locations. Generally, these services increase the capacity of public transportation services operating in the reverse direction of existing peak services. Reverse commute projects may only qualify as job access and reverse commute projects if they meet all other requirements, including having been designed to transport welfare recipients and eligible low-income individuals to and from jobs and employment related activities.

- Welfare recipients and eligible low-income individuals. Projects funded as “job access and reverse commute projects” must be designed to provide transportation services for welfare recipients and eligible low-income individuals.
- In order for an entity to receive Section 5307 funding for a job access and reverse commute project, the project must be identified by the recipient as a job access and reverse commute project in the recipient’s program of projects (POP), which must be made available for public review and comment. In addition, FTA encourages recipients to ensure that projects meet the employment-related transportation needs of welfare recipients and low income individuals, either by deriving such projects from a locally-coordinated public transportation/human services planning process that involves low-income communities and their stakeholders, or by an alternative process that engages low income community stakeholders in the identification and development of the project.
- **Eligible Projects.** Projects that comply with the above requirements may include:
 - Late-Night and weekend service;
 - Guaranteed ride home service;
 - Shuttle service;
 - Expanding fixed route public transit routes, including hours of service or coverage;
 - Demand-responsive van service;
 - Ridesharing and carpooling activities;
 - Transit-related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals that bicycle a portion of their commute, providing secure bicycle parking at transit stations, or infrastructure and operating expenses for bicycle sharing programs in the vicinity of transit stations, not including the acquisition of bicycles);
 - Promotion, through marketing efforts, of the:
 - use of transit by low-income individuals and welfare recipients with non-traditional work schedules;
 - use of transit voucher program by appropriate agencies for welfare recipients and other low income individuals.
 - development of employer-provided transportation such as shuttles, ridesharing, carpooling; or
 - use of transit pass programs and benefits under Section 132 of the Internal Revenue Code of 1986;
 - Implementing Intelligent Transportation Systems (ITS), including customer trip information technology, vehicle position monitoring systems, or geographic information systems (GIS) software;
 - Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions;
 - Subsidizing the costs associated with adding reverse commute bus, train, carpool van routes or service from urbanized area and non-urbanized areas to suburban work place;
 - Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
 - Otherwise facilitating the provision of public transportation service to suburban employment opportunities; and

- Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

Metropolitan Planning Organization – Regional planning body consisting of elected officials and their designees charged with short-term and long-term planning exercises including the allocation of Federal Transportation dollars.

National Transit Database (NTD): The NTD is FTA’s primary source for information and statistics collected from transit systems that receive FTA formula funding under the Urbanized Area Formula Program (Sec. 5307) or Rural Area Formula Program (Sec. 5311). Public transportation systems receiving funds from these programs are required by statute to report to the NTD.

Public transportation — regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and

Does not include—intercity passenger rail transportation, intercity bus service; charter bus service; school bus service; sightseeing service; courtesy shuttle service for patrons of one or more specific establishments; or intra-terminal or intra-facility shuttle services.

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

Urbanized area — The term “urbanized area” means 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