

Rural Public Transportation Program
49 U.S.C. §5311 – Assistance Transportation Program/ Non-Urbanized

Program Description:

The Rural Public Transportation program provides grant funds to public bodies to assist them in providing public transportation services in non-urbanized areas where existing services are either insufficient, unavailable, or inappropriate. Operating grants are available to encourage the development and continuance of non-urbanized transportation systems on a cost reimbursement basis. The grants provide up to 50 percent reimbursement of net operating expenses. Capital grants can be used to purchase vehicles, wheelchair lifts, and related support equipment. These grants provide up to 80 percent of the purchase price of the equipment.

Program Eligibility:

Public bodies in non-urbanized areas may apply for program funds. Approved applicants may elect to subcontract with private providers or social service agencies for the provision of service. The applicant must certify that both the recipient itself and any sub-recipient comply with all state and federal requirements.

Application Process:

Public bodies in non-urbanized areas must submit applications to DOTD to be considered for funding.

Federal/Local Share: -

Operating Assistance – The federal share is 50 percent and the local share is 50 percent.

Capital Assistance – The federal share is 85 percent and the local share is 15 percent.

Matching funds are required. Federal funds from other programs which are received by a local Section 5311 operation through a purchase of service contract may be used for a portion of the required local match.

Louisiana Rural Public Transportation Providers:

Provide operating and/or capital assistance to 36 parishes statewide for transit services to the general public in rural areas.

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Elderly and Disabled Program
49 U.S.C. §5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

Program Description:

The Elderly and Disabled Program provides grant funds to private nonprofit and eligible public organizations to assist them in meeting the transportation needs of seniors and individuals with disabilities where public transportation services are unavailable, insufficient, or inappropriate. This program is designed to supplement FTA's other capital assistance programs by funding transportation projects for seniors and individuals with disabilities in all areas – urbanized, small urban, and rural. The funds are used to purchase vehicles equipped with wheelchair lifts. This grant provide up to 80 percent of the purchase price of the equipment.

Program Eligibility:

Private nonprofit organizations providing services to seniors and individuals with disabilities are eligible to apply for program funds. While the assistance is intended primarily for private nonprofit organizations, public bodies who coordinate services for seniors and individuals with disabilities, or any public body that certifies to the State that nonprofit organizations in the area are not readily available to carry out the services, are eligible for funding.

Application Process:

Eligible public bodies or private nonprofit organizations must apply directly to the DOTD for assistance under this program. The application is available from September 1st thru January 31st each year. The deadline for application submittal is February 1st at 4:15 pm. Upon receipt of the completed application and supporting documentation, a Review Committee consisting of several appropriate state agencies, will review and grade applications utilizing a point system.

Federal/Local Share:

The federal share is 85 percent and the local share is 15 percent. Matching funds are required. All of the local share must be provided from sources other than Federal funds.

Louisiana Elderly and Disabled Transportation Providers:

Provide capital assistance to 73 private nonprofit agencies statewide.

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Job Access and Reverse Commute Program
49 U.S.C. §5311 (f) – Job Access and Reverse Commute

Program Description:

The Job Access and Reverse Commute (JARC) program funds transportation projects designed to help low-income individuals access to employment and related activities where existing transit is either unavailable, inappropriate, or insufficient. The JARC program also funds reverse commute transit services available to the general public.

Job Access projects are targeted at developing new or expanded transportation services such as shuttles, vanpools, new bus routes, connector services to mass transit, and guaranteed ride home programs for welfare recipients and low income persons. Reverse Commute projects provide transportation services to suburban employment centers from urban, rural, and other suburban locations for all populations.

Program Eligibility:

Public bodies in small urban and non-urbanized areas under 200,000 in population may apply for program funds. Approved applicants may elect to subcontract with private providers or social service agencies for the provision of service. The applicant must certify that both the recipient itself and any sub-recipient comply with all state and federal requirements.

Application Process:

Public bodies in small urban and non-urbanized areas must submit applications to DOTD to be considered for funding.

Federal/Local Share:

Operating Assistance – The federal share is 50 percent and the local share is 50 percent.

Matching funds are required. The only DOT funds that States can use as local match for Section 5311 projects are from the Federal Lands Highway Program authorized at 23 U.S.C. 204.

Louisiana JARC Providers:

Provide operating assistance to 10 public entities statewide for JARC transit services.

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Metropolitan & Statewide Planning Program
49 U.S.C. §5305 (d) – Metropolitan Planning

49 U.S.C. §5305 (e) – State Planning and Research

Program Description:

Metropolitan Program: The program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Objectives are to assist in development of transportation improvement programs, long-range transportation plans, and other technical studies.

State Planning and Research Program: Assist in the development of cost effective multimodal transportation improvement programs which include the planning, engineering, and designing of Federal Transit projects, and other technical studies in a program for a unified and officially coordinated Statewide Transportation System.

Eligible Recipients:

Metropolitan Program: State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). Federal planning funds are apportioned to State DOTs. State DOTs then allocates planning funding to MPOs.

State Planning and Research Program: State DOT's

Eligible Purposes:

Metropolitan Program: Those that support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; increase the safety and security of the transportation system for motorized and nonmotorized users; increase the accessibility and mobility options available to people and for freight; protect and enhance the environment, promote energy conservation, and improve quality of life; enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; promote efficient system management and operation; and emphasize the preservation of the existing transportation system.

State Planning and Research Program: Includes such activities as planning, technical studies and assistance, innovative demonstrations, management training, and cooperative research. In addition, the State may authorize a portion of these funds to be used to supplement and administer Metropolitan Planning funds allocated by the State to its urbanized areas, as the State deems appropriate.

Federal/Local Share: The federal share is 80 percent and the local share is 20 percent.

Louisiana Metropolitan Planning Organizations: Provide funding to eight (8) Metropolitan Planning Organizations for transit activities statewide.

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Training and Technical Assistance Program
49 U.S.C. §5311(b)(3) – Rural Transit Assistance Program

Program Description:

The Rural Transit Assistance program provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas.

The objectives of the Statewide Training and Technical Assistance Program are: 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 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; and to support the coordination of public, private, specialized, and human service transportation services.

Training provided to the transit systems: Marketing, Cost Allocation, Passenger Assistance, Coordination, Vehicle Maintenance, Human Resources Training, Driver Training, Safety & Security Training, and Drug and Alcohol.

The DOTD/Public Transportation Section hosts an annual conference to provide training and technical assistance to transportation providers, planning organizations, state agencies, and state, federal, and local officials.

Program Eligibility:

Transit operators providing transportation services in small urban and nonurbanized areas are eligible for training and technical assistance.

Federal/Local Share:

100% Federally funded

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Intercity Bus Service
49 U.S.C. §5311 (f)

Program Description:

The Intercity Bus Service provides a source of funding to develop and support intercity bus transportation.

The objectives of the Intercity Bus Service are: to support the connection between rural areas and the larger regional system of intercity bus service; to support services to meet the intercity travel needs of residents in rural areas; and to support the infrastructure of the intercity bus network through planning and marketing assistance and capital investments in facilities.

Eligibility:

Intercity Bus Operators that have the capability of obtaining a large number of over the road, lift equipped buses through ownership, leasing, or commitments with other motor coach owners/operators that have Federal Motor Carrier Safety Administration (FMCSA) authority to conduct for-hire transportation of passengers.

Application Process:

Eligible operators must apply directly to the DOTD for assistance under this program.

Federal/Local Share:

Operating Assistance – The federal share is 50 percent and the local share is 50 percent.

Capital Assistance – The federal share is 80 percent and the local share is 20 percent.

Matching funds are required. Federal funds from other programs which are received by a local Section 5311 operation through a purchase of service contract may be used for a portion of the required local match.

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Bus and Bus Facilities Program
49 U.S.C. §5339

Program Description:

The Bus and Bus Facilities program provides funding to replace, rehabilitate, and purchase buses and related equipment as well as construct bus-related facilities.

Program Eligibility:

Existing Section 5311 - Rural Transit Providers providing transit to the general public in rural areas and small urban transit systems are eligible for program funds.

Federal/Local Share:

The federal share is 80 percent and the local share is 20 percent. Matching funds are required. All of the local share must be provided from sources other than Federal funds.

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New Freedom Program
49 U.S.C. §5310 – Elderly & Disabled

Program Description:

The New Freedom program provides grant funds to support new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et. Seq).

Program Eligibility:

Private nonprofit organizations and public bodies providing new public transportation beyond those required by ADA and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services.

Federal/Local Share:

Operating Assistance – The federal share is 50 percent and the local share is 50 percent.

Matching funds are required. All of the local share must be provided from sources other than Federal DOT funds.

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Louisiana Department of Transportation and Development

Public Transportation Section

Mission:

The mission of the Public Transportation program is to improve public transit in all areas of the State so that Louisiana's citizens may enjoy an adequate level of personal mobility regardless of geographical location, physical limitation or economic status.



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