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*Flex your power!
Be energy efficient!*

January 31, 2008

CALL FOR PROJECTS

The California Department of Transportation (Caltrans), Division of Mass Transportation, is pleased to announce a call for projects for the following Federal Transit Administration (FTA) grant programs for Federal Fiscal Year 2008:

- Section 5310 - Elderly and Disabled Specialized Transit Program-Estimated funding is \$12.1 million
 - Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5310.html>
 - Toll free assistance line: 1-888-472-6816
 - Application due to regional planning agency is **June 2, 2008**
 - Application due to Caltrans on or before **August 29, 2008**
- Section 5311(f) - Non-Urbanized Area Intercity Bus Program-Estimated funding is \$2.9 million
 - Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5311.html>
 - Application due to Caltrans on or before **August 29, 2008**
- Section 5316 - Job Access and Reverse Commute Program
 - Estimated funding for small-urbanized projects is \$5.6 million
 - Estimated funding for rural projects is \$2.7 million
 - Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5316.html>
 - Application due to regional planning agency is **June 2, 2008**
 - Application due to Caltrans on or before **August 29, 2008**
- Section 5317 - New Freedom Program
 - Estimated funding for small-urbanized projects is \$3.2 million
 - Estimated funding for rural projects is \$1.3 million
 - Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5317.html>
 - Application due to regional planning agency is **June 2, 2008**
 - Application due to Caltrans on or before **August 29, 2008**

Fact sheets are attached containing information about these funding programs. This information is available in alternate formats by request. We look forward to working with you in this series of application cycles.

Sincerely,

A handwritten signature in cursive script that reads "Kimberly A. Gayle".

KIMBERLY A. GAYLE

Office Chief

Federal Transit Grants Programs

"Caltrans improves mobility across California"

SECTION 5310-Elderly and Disabled Specialized Transit Program FACT SHEET Federal Fiscal Year 2007-2008

PROGRAM PURPOSE:

To provide capital grants to assist private non-profit corporations and under certain conditions public agencies to provide safe, efficient and coordinated transportation services for elderly individuals and individuals with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate.

FTA FUNDING:

Approximately \$12.1 million will be available for the federal share portion in this grant cycle. Applications are scored using the California Transportation Commission (CTC) adopted criteria. Approved projects receive 88.53% in federal funding with 11.47% for the local match.

COORDINATED PLANNING:

All projects selected for funding must be derived from a coordinated public transit-human services transportation plan as required by federal guidance. Grant applications must include a Coordinated Plan Certification.

ELIGIBLE APPLICANTS:

- Private non-profit organizations;
- Governmental authorities that certify to the chief executive officer that no non-profit corporation or association are readily available in an area to provide the service;
- Governmental authorities approved by the State to coordinate services for elderly individuals with disabilities.

APPLICANT ABILITY:

Applicant must be able to document:

- Experience and history of providing an efficient and effective transit service;
- Driver training program;
- Vehicle maintenance program (maintenance costs can vary from as low as \$3,000 to \$14,000 annually) and;
- Identify the source of the 11.47% local match.

ELIGIBLE EQUIPMENT:

- Accessible vans and buses;
- Wheelchair lifts and restraints;
- Radios and communication equipment;
- Computer hardware and software;

- Transit related ITS systems;
- Introduction of new technology through innovative and improved products into public transportation.

FUNDING SELECTION PROCESS:

Applications are scored using the Quantitative Scoring Criteria. Scored projects are ranked and compiled into a statewide-prioritized list using all of Federal apportioned grant dollars. The prioritized list is submitted to the CTC for adoption.

PROGRAM REQUIREMENTS:

Successful applicants will enter into a Standard Agreement with Caltrans that stipulates the terms and conditions under which the equipment must be procured and operated (including timely submittal of Quarterly Reports and biennial onsite inspections). The Agreement will remain in effect until the project is terminated and formal disposition of the equipment has been made.

APPLICATION WORKSHOPS

Statewide workshops are starting in February to assist applicants in completing the funding application, understanding the scoring worksheet, and receiving procurement information. To register for a workshop contact CalACT at: <http://www.calact.org/> Check our website or call our toll free phone number for location information or registration assistance.

ADDITIONAL REFERENCE SOURCES:

Section 5310 website:
<http://www.dot.ca.gov/hq/MassTrans/5310.html>
DMT Coordinated Plan Resources Center:
<http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>

For questions call our toll free at:
1-888-472-6816

49 U.S.C. SECTION 5311(f) FACT SHEET ON CALL FOR PROJECTS FFY 2008

PROGRAM PURPOSE AND INTENT:

The purpose of the FTA Section 5311(f) Intercity Bus program is to provide an intercity bus transportation system designed to address the intercity bus transportation needs of the entire state by providing financial assistance for operating, capital, and/or planning grants that support one of the National objectives:

- o OBJECTIVE #1: To support the connection between non-urbanized and the larger regional or national system of intercity bus service.
- o OBJECTIVE #2: To support services to meet the intercity travel needs of residents in non-urbanized areas.
- o OBJECTIVE #3: To support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities.

INTERCITY BUS SERVICE DEFINITION:

- o Regularly scheduled bus service to more distant points
- o Available to the general public
- o Making limited stops
- o Operating on fixed routes
- o Connecting two or more urban areas not in close proximity
- o Capacity for transporting baggage
- o Provide meaningful connections and reasonable layover times
- o Excludes air, water, rail transportation, charter-tour and commuter service

FTA FUNDING:

Approximately \$2.9 million will be available in federal funding for Federal Fiscal Year 2008. Funding is allocated based on a statewide competitive basis. Operating projects receive up to 50.33% in federal funding. Capital projects are funded up to 88.53% in federal funding.

ELIGIBLE APPLICANTS:

- o Public governmental authorities;
- o Private for profit organizations;
- o Private non-profit organizations;
- o Tribal Governments;

FUNDING SELECTION PROCESS:

Projects are selected on the merit of application content. A project proposal is scored using evaluation criteria adopted from the 5311(f) program definition, program objectives by an independent review committee.

5311(f) PROGRAM ELIGIBILITY:

A. Eligible

Funding is available for both operating and capital proposals as defined in the 5311(f) Guidelines.

- o Operating
 - o Costs and expenses
 - o Marketing Activities;
- o Capital
 - o Accessible vans and buses,
 - o Infrastructure (bus shelters, bus benches, signage, technology (i.e. transit related ITS systems such as smart cards);
 - o Equipment (communication equipment, computer hardware and software)
- o Feasibility and planning studies
- o Demand-responsive service will only be considered for service that feeds directly, and primarily, into the intercity transportation network. Such services must provide meaningful connections and established reasonable layover times.

B. Non-Eligible

- o Charter and tour services
- o Commuter service designed primarily to provide daily work trips within the local commuting area.

5311(f) PROGRAM QUESTIONS:

FOR INFORMATION REGARDING THE FEDERAL FISCAL YEAR 2008 CALL FOR PROJECTS AND THE GRANT APPLICATION WORKSHOPS, PLEASE REFER TO OUR WEBSITE AT <http://www.dot.ca.gov/hq/MassTrans/5311.html> or contract program staff:

- o Fred Lenhart: (916) 654-7601, Email: Fred_Lenhart@dot.ca.gov
- o Ronaldo Hu: (916) 657-3955, Email: Ronaldo_Hu@dot.ca.gov.

SECTION 5316 - Job Access Reverse Commute FACT SHEET
Federal Fiscal Year 2007-2008

PROGRAM PURPOSE:

The JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities, particularly to suburban and rural job locations.

FTA FUNDING:

JARC program funding is available in two categories:

- Approximately \$5.6 million for JARC small-urban projects.
- Approximately \$2.7 million for JARC rural projects.

COORDINATED PLANNING:

All projects selected for funding must be derived from a coordinated public transit-human services transportation plan as required by federal guidance. Grant applications must include a Coordinated Plan Certification.

ELIGIBLE APPLICANTS:

- Private non-profit organizations.
- State or local governmental authority.
- Operators of public transportation services, including private operators of public transportation services.
- Tribal Governments.

ELIGIBLE ACTIVITIES:

Expenses that support development and maintenance of transportation services include: Capital; Planning; Operating and Mobility Management.

LOCAL MATCHING REQUIREMENTS:

Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost Activity.

The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

PROJECT SELECTION PROCESS:

Projects will be awarded through a statewide competitive selection process. The Division of Mass Transportation (DMT) will evaluate all JARC project applications through a JARC/New

Freedom review committee to determine the extent to which the proposed projects meets the overall program goals and objectives of the programs.

However, a Local Agency (LA) with a recognized small-urban area may choose to enter into an Memorandum of Understanding (MOU) agreement with the DMT, to conduct its own regional competitive selection process for those small-urban JARC grant applications. A final list of selected projects will be published and submitted to the FTA for funding.

PLANNING REQUIREMENTS:

To be eligible for funding, JARC projects in urbanized areas must be included in the Metropolitan Transportation Plan 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 a State and jointly approved by FTA and the Federal Highway Administration (FHWA). Projects outside urbanized areas 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 STIP.

APPLICATION WORKSHOPS

Statewide workshops are starting in February to assist applicants in completing the funding application, understanding the scoring worksheet, and receiving procurement information. Please check our website for further information.

Section 5316 website:

<http://www.dot.ca.gov/hq/MassTrans/5316.html>

ADDITIONAL REFERENCE SOURCES:

Section 5317 website:

<http://www.dot.ca.gov/hq/MassTrans/5317.html>

DMT Coordinated Plan Resources Center:

<http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>

SECTION 5317 - New Freedom Program FACT SHEET

Federal Fiscal Year 2007-2008

PROGRAM PURPOSE:

The New Freedom program provides funding to assist transit operators and public agencies provide "new" transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

FTA FUNDING:

New Freedom program funding is available in two categories:

- Approximately \$3.2 million available for New Freedom small-urban projects.
- Approximately \$1.3 million available for New Freedom rural projects.

COORDINATED PLANNING:

All projects selected for funding must be derived from a coordinated public transit-human services transportation plan as required by federal guidance. Grant applications must include a Coordinated Plan Certification.

ELIGIBLE APPLICANTS:

- Private non-profit organizations.
- State or local governmental authority.
- Operators of public transportation services, including private operators of public transportation services.
- Tribal Governments.

ELIGIBLE ACTIVITIES:

Expenses that support development and maintenance of transportation services include: Capital; Planning; Operating and Mobility Management.

LOCAL MATCHING REQUIREMENTS:

Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost Activity.

The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

PROJECT SELECTION PROCESS:

Projects will be awarded through a statewide competitive selection process. The Division of Mass Transportation (DMT) will evaluate all

New Freedom project applications through a Job Access Reverse Commute/New Freedom review committee to determine the extent to which the proposed projects meets the overall program goals and objectives of the programs.

However, a Local Agency (LA) with a recognized small-urban area may choose to enter into an Memorandum of Understanding (MOU) agreement with the DMT, to conduct its own regional competitive selection process for those small-urban New Freedom grant applications. A final list of selected projects will be published and submitted to the FTA for funding.

PLANNING REQUIREMENTS:

To be eligible for funding, New Freedom projects in urbanized areas must be included in the Metropolitan Transportation Plan 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 a State and jointly approved by FTA and the Federal Highway Administration (FHWA). Projects outside urbanized areas 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 STIP.

APPLICATION WORKSHOPS

Statewide workshops are starting in February to assist applicants in completing the funding application, understanding the scoring worksheet, and receiving procurement information. Please check our website for further information.

Section 5317 website:

<http://www.dot.ca.gov/hq/MassTrans/5317.html>

ADDITIONAL REFERENCE SOURCES:

Section 5316 website:

<http://www.dot.ca.gov/hq/MassTrans/5316.html>

DMT Coordinated Plan Resources Center:

<http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>