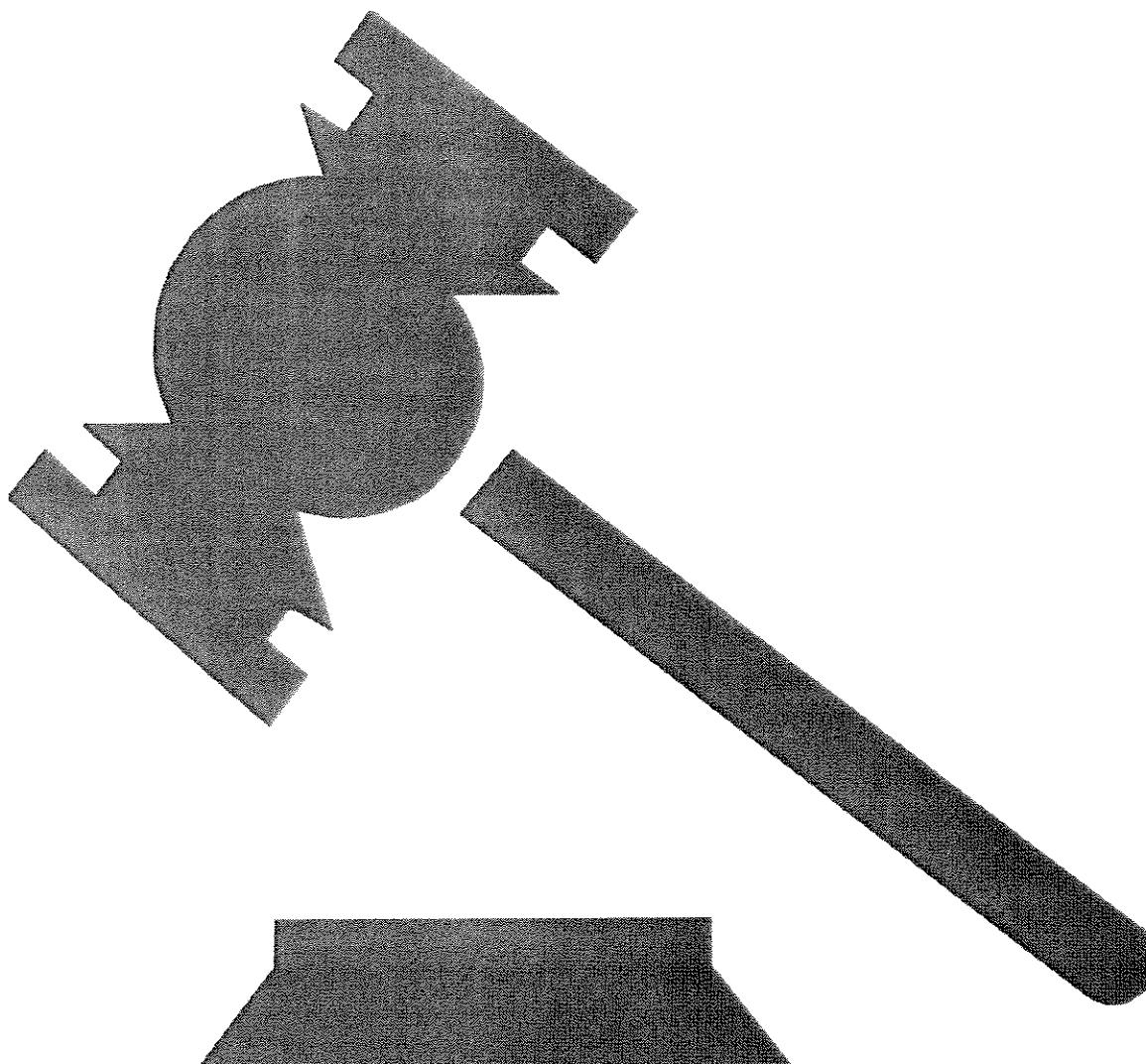




***TRANSPORTATION
CONSENT ITEMS
AGENDA ITEMS IV. A-D.***

**FFY 2007 - 2008
"Close Out"
Local Assistance Delivery
Formula OA Funds
Based on CBARS/FMIS Transactions as of September 30, 2008**

Region	Actual Base FFY 2008 OA ¹	Adjustment to FFY 2008 OA for FFY 2007 Over - Under Delivery ²	OA Payback from State for FFY 2008 (\$50,000,000 Payback) ³	Contribution for NEPA FY 2007/08	NEPA Funding Offset	Adjusted FFY 2008 Actual OA ⁴	FFY 2008 Obligations as of 9/30/08	Percent Target Delivered	Balance of FFY 2008 Actual OA	FFY 2008 August Redistribution (\$42,350,079) ⁵	Balance Due of FFY 2008 OA as of 9/30/2008 (Numbers in Parenthesis are \$ owed) ⁶
Bulite	4,329,118	531,272	195,305			5,055,695	2,316,583	45.8%	2,739,111	-	2,739,111
Fresno	18,739,325	(7,200,326)	860,358	(18,376)		12,380,978	14,818,828	119.7%	(2,437,850)	550,861	(1,886,989)
Kern	14,413,029	303,936	655,576	(15,266)		15,357,275	20,854,480	135.8%	(5,497,204)	1,242,159	(4,255,046)
Kings	2,825,254	(308,288)	127,512			2,644,469	1,816,170	68.7%	828,298	-	828,298
Los Angeles	226,550,255	6,334,794	10,490,223	(227,743)	1,000,000	244,147,529	262,834,510	107.7%	(18,686,981)	4,222,545	(14,464,436)
Madera	2,747,317	(872,956)	122,729			1,987,090	1,605,058	80.4%	392,032	-	392,032
Merced	4,676,187	729,598	209,684			5,615,479	4,934,383	87.9%	681,096	-	681,096
Monterey	5,088,665	(3,444,993)	225,196			1,668,868	5,087,625	271.2%	(3,198,757)	722,797	(2,475,959)
Orange	67,930,237	(19,680,308)	3,146,203	(68,238)		51,327,893	31,553,029	61.5%	19,774,865	-	19,774,865
Riverside ^{7,12}	40,960,467	9,245,173	1,852,554	(39,081)		45,762,145 ¹²	47,988,354	104.9%	(2,226,209)	503,038	(1,723,170)
Sacramento (SACOG) ¹²	42,414,182	(21,871,805)	1,946,931	(41,308)		28,704,967 ¹²	51,214,296	178.4%	(22,509,329)	5,086,250	(17,423,079)
San Benito	676,261	201,990	29,929			908,180	773,959	85.2%	134,221	-	134,221
San Bernardino ⁷	43,007,151	(5,756,769)	1,962,546	(41,847)		38,171,081	20,468,374	52.3%	18,702,707	-	18,702,707
San Diego	58,454,148	(31,172,677)	2,704,348	(58,763)		29,927,056	54,930,849	183.5%	(25,003,792)	5,649,904	(19,353,888)
S.F. Bay Area (MTC)	139,714,514	(16,598,879)	6,458,958	(139,797)		129,434,896	189,998,205	146.8%	(60,563,509)	13,885,044	(46,678,465)
San Joaquin	13,609,296	(7,057,489)	627,143	(13,292)		7,165,658	12,288,337	171.5%	(5,122,679)	1,157,530	(3,965,149)
San Luis Obispo	2,756,005	(295,707)	121,607			2,581,906	2,756,006	108.7%	(174,100)	39,340	(134,760)
Santa Barbara	5,045,303	(245,560)	223,265			5,023,007	5,072,566	101.0%	(49,559)	11,199	(38,361)
Santa Cruz	3,219,919	(270,850)	142,479			3,091,547	3,174,675	102.7%	(83,128)	18,784	(64,344)
Stanislaus	10,743,711	1,184,026	488,370	(10,465)		12,405,841	14,651,789	118.1%	(2,246,148)	507,544	(1,738,604)
Tahoe	973,549	1,685,608	48,870			2,708,028	943,200	34.8%	1,764,828	-	1,764,828
Tulare	8,061,889	(2,923,903)	360,803			5,498,789	10,377,477	188.7%	(4,878,687)	1,102,397	(3,776,290)
Ventura ¹³	15,109,342	(8,898,804)	699,408	(14,974)		6,894,972	8,010,079	116.2%	(1,115,107)	251,972	(863,135)
Anadior ¹³	700,374	96,667	31,390			1,695,350 ¹³	1,498,667	88.4%	196,683	-	196,683
Calaveras ¹³	828,606	677,995	37,095			1,779,948 ¹³	843,083	71.5%	336,865	-	336,865
Imperial ⁸	2,776,124	(790,391)	126,937	(1,923)		2,112,747	2,357,346	111.6%	(244,599)	55,270	(189,329)
Mariposa ⁸	336,148	263,492	15,147			614,787	191,382	31.1%	423,405	-	423,405
Nevada ⁸	1,816,543	(131,087)	81,729			1,767,185	1,033,225	58.5%	733,960	-	733,960
Tuolumne ^{8,13}	1,084,648	850,089	48,075			1,479,842 ¹³	817,904	55.3%	661,738	-	661,738
Rural Counties ^{8,9}	8,702,625	1,182,174	475,760	-	-	10,360,578	10,360,578	100.0%	-	-	-
TOTAL LOCAL AGENCIES	748,292,203	(104,233,991)	34,516,050	(691,073)	1,000,000	678,883,190	785,551,019	115.7%	(106,667,829)	34,806,634	(71,861,195)
HBP	244,054,328	13,982,080	11,328,510	(308,927)		269,055,991	302,439,698	112.4%	(33,383,707)	7,543,445	(25,840,262)
Safety	62,635,192	44,828,904	2,864,370			110,328,466	46,126,028	41.8%	64,202,438	-	64,202,438
SRIS	16,352,234	23,997,195	759,642			41,109,070	11,565,998	28.1%	29,543,072	-	29,543,072
Rail¹⁰	11,628,074	22,325,618	531,428			34,485,119¹⁰	34,485,119	transferred			
TOTAL	1,082,962,031¹¹	899,806¹¹	50,000,000	(1,000,000)	1,000,000	1,133,861,837	1,180,167,862	104.1%	(46,306,025)	42,350,079	(3,955,946)
FFY 2007 Formula OA Obligations											
YTD (09/30/07) (Total)	Prior year data here for informational purposes					1,023,429,367	1,067,757,147	104.3%	(44,327,781)	45,227,586	899,806

In addition to this Formula federal-aid OA, Local Assistance Delivered another \$55,000,000 of Special Bridge OA that is above and beyond Local's Formula OA.

Beginning with April 2008 report, RSTP Exchange [\$45,317,078] and SR2S/Safety Exchange [\$25,000,000] included in Obligations.

FFY 2007 - 2008
"Close Out"
Local Assistance Delivery
Formula OA Funds
Based on CBARS/FMIS Transactions as of September 30, 2008

Assumptions:

- < Obligations are based on CBARS/FMIS transactions and adjustments per the Department's Federal Resources Office (FRO).
- < Obligations include obligations, debt obligations, exchanges, FTAs.

Footnotes:

- ¹ The FFY 2008 Actual Base OA is provided with this September 30, 2008 Delivery Report based on final FFY 2008 information received from FRO on October 23, 2008.
- ² Balance of FFY 2007 OA -- This is the amount a Region must pay back if over delivered or the amount a Region will receive to "make whole" if under delivered based on the DLA OA Management Policy. Amounts shown in parenthesis are amounts owed back and positive (non-parenthesis numbers) amounts are amounts owed to those Regions/Programs. When DLA, as a whole, under delivers the OA in an FFY and this under delivered OA is "lost" to the State because of DLA under delivery -- this "lost" OA may not be repaid to DLA.
- ³ The \$50,000,000 payment from State to DLA based on FFY 2008 Estimated apportionments. State to repay DLA \$200,000,000 over four years (\$50 M each for FFY '05, '06, '07, and '08).
- ⁴ This is FFY 2008 Actual OA with the adjustments for FFY 2007 OA Over or Under Delivery, \$50,000,000 OA payment for FFY 2008; and National Environmental Policy Act (NEPA) delegation for FFY 2008.
- ⁵ August Redistribution -- Local Assistance FFY 2008 August Redistribution amount equals \$42,350,079.
- ⁶ Balance of FFY 2008 Actual OA -- At the end of FFY 2008 (September 30, 2008 report) this is the amount a Region must pay back if over delivered or the amount a Region will receive to "make whole" if under delivered, in the next FFY, based on the DLA OA Management Policy. Amounts shown in parenthesis are amounts owed back and positive (non-parenthesis numbers) amounts are amounts owed to those Regions/Programs. If OA is lost to the State due to DLA under delivery, as a whole, then under delivered OA may not be available to repay Regions and/or Programs.
- ⁷ Per August 1, 2006 MOU from Riverside County Transportation Commission (RCTC) and the San Bernardino Associated Governments (SANBAG), the FFY 2006 OA for these two regions was adjusted in September 2006 to reflect a loan of OA of \$16,000,000. The loan decreased RCTC's FFY 2006 OA and increased SANBAG's FFY 2006 OA by the \$16,000,000. The August 1, 2006 memo states that the payment of the OA to RCTC from SANBAG is anticipated in FFY 2009 or FFY 2010.
- ⁸ The Rural Counties' subtotal above excludes those rural counties receiving CMAQ beginning in FFY 2006.
- ⁹ Rural's Actual Base FFY 2008 OA adjusted for RSTP Exchange to cancel potential carryover OA into FFY 2009. Rurals in this reporting row (those that do not receive CMAQ) exchange all their apportionments (RSTP Flexible), therefore, there should not be any carryover OA into the next FFY.
- ¹⁰ Rail information is included here for informational purposes. Beginning with the October 31, 2007 Delivery Report -- Rail Obligations/Deobligations and OA will no longer be included in Local Assistance Amounts. However, necessary to show Rail's information for continuity from FFY 2007 September 30, 2007 Delivery Report. Rail FFY 2008 carry-over and payment OA going to Capital for FFY 2008. This does not impact Projected FFY 2008 OA for the Regions or Programs, only Local Assistance Total OA. Per agreement Rail will participate in the FFY 2008 payment of \$50,000,000 to Local Assistance (see footnote 3).
- ¹¹ Based on FFY 2007 September 30, 2007 year-end reconciliation with FRO, this amount is an adjustment to OA that will be made in FFY 2008. The \$899,806 equals the \$800,993.51 OA adjustment plus the \$98,812 carry-over OA (see September 30, 2007 Delivery report footnotes 11 and 12). These adjustments increase OA to the Locals in FFY 2008.
- ¹² Memorandum of Understanding between SACOG and RCTC -- \$6,256,867 of OA from RCTC to SACOG for FFY 2007-08; repayment of \$6,256,867 of OA from SACOG to Riverside in FFY 2010-11.
- ¹³ Memorandum of Understanding between ACTC, CCOG, and TCTC -- \$363,749 of OA from CCOG to ACTC for FFY 2007-08 and \$503,170 of OA from TCTC to ACTC for FFY 2007-08; repayment and future loans in FFYs 2009, 2010, 2011, and 2012.

[SRTS is the federally funded State Routes to School Program enacted with SAFETEA-LU.]

Apportionment Status Report
CMAQ and RSTP
(as of October 31, 2008)

AB 1012
Balances entering the 3rd Year
(from FFY 2007)*
Region Report Summary

*Previously referred to as Cycle 10

Region	CMAQ Unobligated 10/31/2008 Delivery Balance ¹	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2009 ²	RSTP Unobligated 10/31/2008 Delivery Balance ¹	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2009 ²
Butte	5,197,839	734,535	2,271,225	-
Fresno	20,311,848	-	23,062,976	4,657,227
Kern	16,876,041	1,104,908	13,421,550	-
Kings	3,860,885	872,220	1,447,229	-
Los Angeles	214,452,101	-	192,461,667	-
Madera	2,371,356	-	1,375,326	-
Merced	3,715,574	-	2,353,758	-
Monterey	166,037	-	5,668,432	-
Orange	84,095,146	3,147,947	52,776,387	-
Riverside ⁶	48,619,038	-	51,317,579	15,721,134
Sacramento (SACOG) ^{3,4,5,6}	25,196,144	-	18,735,154	-
San Benito ³	(14,961)	-	595,096	-
San Bernardino	72,475,078	19,282,726	42,575,770	3,199,681
San Diego	38,390,837	-	25,786,419	-
S.F. Bay Area (MTC)	103,579,064	-	61,249,291	-
San Joaquin	16,906,121	299,067	10,426,572	-
San Luis Obispo	-	-	3,695,873	-
Santa Barbara ⁴	(0)	-	4,464,253	-
Santa Cruz	586,638	186,652	2,857,345	-
Stanislaus	14,798,881	2,158,093	9,025,632	-
Tahoe	2,391,448	1,173,243	515,939	-
Tulare	4,630,290	-	4,114,062	-
Ventura	15,319,525	112,307	21,257,926	3,910,317
Rural Counties & SCAG ⁵	\$5,575,765	753,154	\$16,972,259	-
TOTAL	699,500,693	29,824,850	568,427,719	\$27,488,360

Balances now include:

* Oct 08--Advanced/Estimated Apportionments for CMAQ & RSTP for FFY 2008-09

Footnotes:

¹ Indicates all apportionments not yet obligated.

² Totals reflect balances in the third year.

^{3,4,5,6} Includes adjustments made through MOU agreements between regions (San Benito, Santa Barbara, Imperial & Riverside) and SACOG.

Assumes the use of all previous balances.

The regional balances reflect activities that have been recorded in the Department's Local Assistance accounting system. There may be a delay between the FHWA authorization and the recording of the transaction in the Department's Local Assistance accounting system.

Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2008



December 2008

**Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, California 93721
Phone: (559) 233-4148
Fax: (559) 233-9645**

Available for Viewing at: www.fresnocog.org

Status Report on Recent EPA Action

1/29/09 Fresno COG Policy Board

Lauren Dawson-COFCG Staff Report

EPA ACTION:

On January 21, 2009 the U. S. Environmental Protection Agency (EPA) issued a 'finding of failure to submit' to the state of California for not meeting a Federal Clean Air Act requirement related to the San Joaquin Valley's 2004 Extreme 1-hr Ozone Attainment Demonstration Plan.

<http://www.epa.gov/fedrgstr/EPA-AIR/2009/January/Day-21/a1107.htm>

WHAT DOES THIS MEAN TO FRESNO COG?:

While some recent news reports have warned of "drastic sanctions" to transportation projects, there are no expected implications for Fresno COG. This EPA action relates to a stationary source reporting requirement. The local Air District is anticipated to complete the required documentation well before the deadline of January 2011. This EPA action will not impact our ability to process amendments, or impact the federal stimulus package.

The only link to transportation projects is the 'sanction clock' that could restrict the use of federal highway funding, should the stationary source requirement not be met by the January 2011 deadline.

Background:

In October 2004, the San Joaquin Valley Air Pollution Control District adopted the 2004 Extreme 1-hr Ozone Attainment Demonstration Plan, which was subsequently approved by the California Air Resources Board and forwarded to EPA. EPA delayed action on the 2004 Plan until early in 2008 when EPA resumed review of the 2004 plan.

The recent January 21, 2009 EPA action (which started a 'sanction clock') is related to the need for the local Air District to perform an analysis to assure that the major stationary sources of air pollution in the San Joaquin Valley are using the most current reasonably available control technology. The sanctions will be avoided and the sanction clock stopped with the submission of the Air District's analysis, which the Air District anticipates completing by spring 2009, well ahead of the sanction deadline of January 2011.

This action by EPA has no impact on Fresno COG's ability to process amendments. The action also has no associated impact on the current 2007 8-hour Ozone transportation conformity budgets. The EPA action will not affect the economic stimulus package.

COG staff will continue to track this item and provide the board with updates as necessary.



**CALIFORNIA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING GRANTS
FISCAL YEAR 2009-2010
NEW APPLICATION AND WORKSHOPS**

- Environmental Justice: Context-Sensitive Planning
- Community-Based Transportation Planning
- Partnership Planning (SPR)
- Transit Planning (FTA Section 5304)
 - Statewide Transit Planning Studies
 - Transit Technical Planning Assistance
 - Transit Professional Development

**Application
Deadline
April 1, 2009**

The Fiscal Year 2009-2010 Transportation Planning Grant application package and a list of workshops in your area is now available on the California Department of Transportation, Division of Transportation Planning's website at <http://www.dot.ca.gov/hq/tpp/grants.html>

To request a grant application by mail, please call Suzanne De Foor at (916) 653-8697 or email her at Suzanne_De_Foor@dot.ca.gov.

FY 2009-2010 Transportation Planning Grant Marketing Workshop Schedule

Region	Date/Time	Location	Contact Info
Orange County	Wednesday, January 21, 2009, 10 AM-11:30 AM	Transportation Management Center, 6881 Marine Way Irvine, CA	Barbara Gossett, 949-440-4461 Damon Davis, 949-440-3487
Los Angeles	Wednesday, January 28, 2009, 9 AM-12:00 PM	California Department of Transportation, Conference Room 1.037, 100 South Main Street, Los Angeles, CA	Fernando Castro, 213-897-1905 Melanie Bradford, 213-897-9446
Greater Sacramento Valley	Wednesday, January 28, 2009, 9 AM-11:00 AM	California Department of Transportation, 703 B Street, Marysville, CA	Shannon Culbertson, 530-741- 5435

Transportation Planning Grants Fiscal Year 2009-2010

Environmental Justice: Context-Sensitive Planning

Community-Based Transportation Planning

Partnership Planning (FHWA)

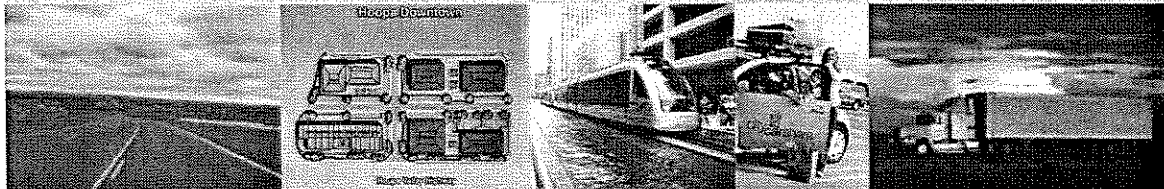
Transit Planning (FTA Section 5304)

Statewide Transit Planning Studies

Transit Technical Planning Assistance

Transit Professional Development

Application Deadline
April 1, 2009



DEPARTMENT OF TRANSPORTATION

DISTRICT BOUNDARIES

Refer to this map to locate your local Caltrans District Office to file your transportation planning grant application. Caltrans district contacts are included in the description of each grant program.

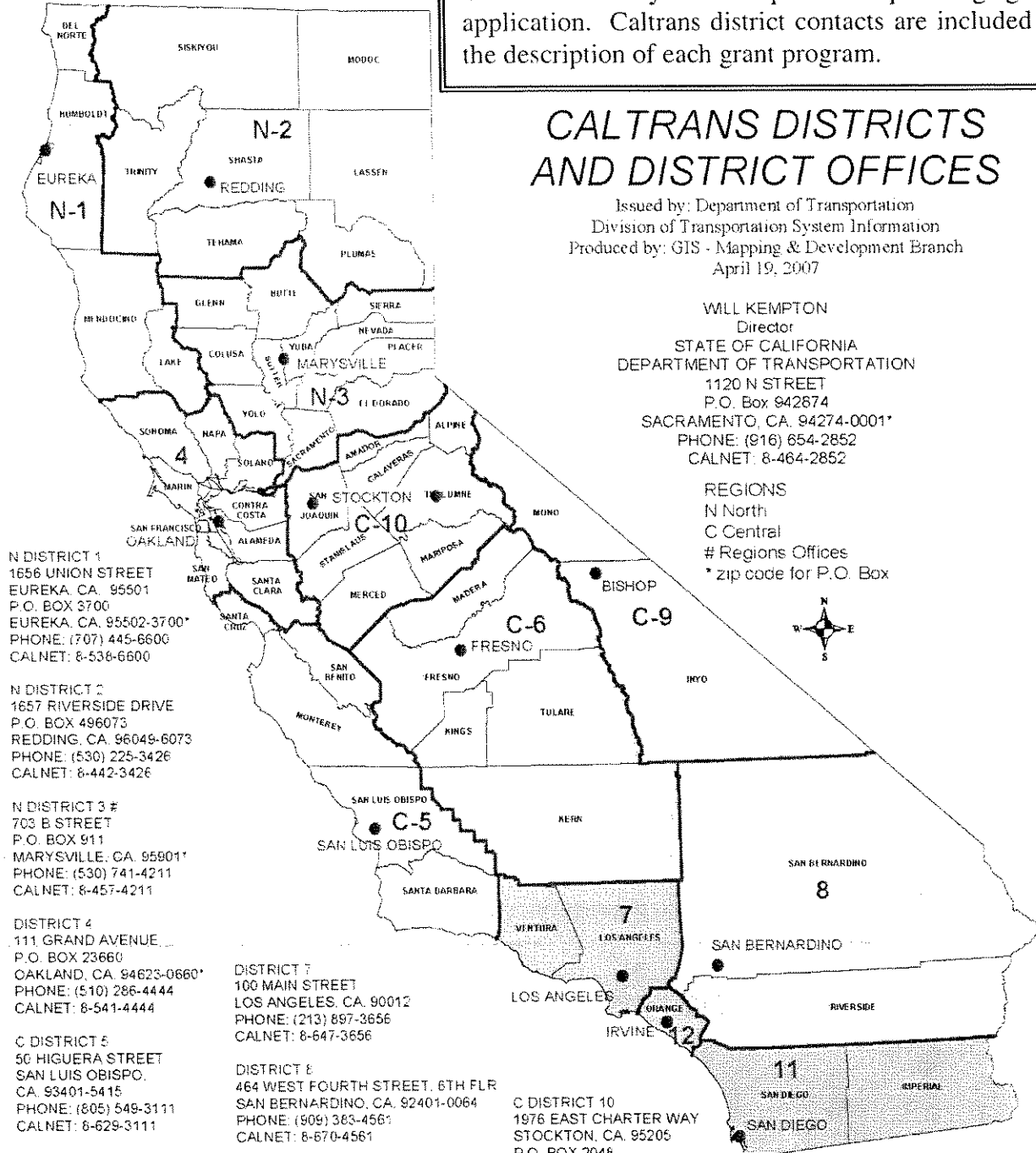
CALTRANS DISTRICTS AND DISTRICT OFFICES

Issued by: Department of Transportation
Division of Transportation System Information
Produced by: GIS - Mapping & Development Branch
April 19, 2007

WILL KEMPTON
Director

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
1120 N STREET
P.O. Box 942874
SACRAMENTO, CA. 94274-0001*
PHONE: (916) 654-2852
CALNET: 8-464-2852

REGIONS
N North
C Central
Regions Offices
* zip code for P.O. Box



N DISTRICT 1
1656 UNION STREET
EUREKA, CA. 95501
P.O. BOX 3700
EUREKA, CA. 95502-3700*
PHONE: (707) 445-6600
CALNET: 8-536-6600

N DISTRICT 2
1657 RIVERSIDE DRIVE
P.O. BOX 496073
REDDING, CA. 96049-6073
PHONE: (530) 225-3426
CALNET: 8-442-3426

N DISTRICT 3 #
703 B STREET
P.O. BOX 911
MARYSVILLE, CA. 95901*
PHONE: (530) 741-4211
CALNET: 8-457-4211

DISTRICT 4
111 GRAND AVENUE
P.O. BOX 23660
OAKLAND, CA. 94623-0660*
PHONE: (510) 266-4444
CALNET: 8-541-4444

C DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO,
CA. 93401-5415
PHONE: (805) 549-3111
CALNET: 8-629-3111

C DISTRICT 6 #
1352 WEST OLIVE AVENUE
FRESNO, CA. 93778
P.O. BOX 12616
FRESNO, CA. 93278-2616*
PHONE: (559) 488-4082
CALNET: 8-422-4082

DISTRICT 7
100 MAIN STREET
LOS ANGELES, CA. 90012
PHONE: (213) 897-3656
CALNET: 8-647-3656

DISTRICT 8
464 WEST FOURTH STREET, 6TH FLR
SAN BERNARDINO, CA. 92401-0064
PHONE: (909) 383-4561
CALNET: 8-670-4561

C DISTRICT 9
500 SOUTH MAIN STREET
BISHOP, CA. 93514
PHONE: (760) 872-0601
CALNET: 8-627-0601

C DISTRICT 10
1976 EAST CHARTER WAY
STOCKTON, CA. 95205
P.O. BOX 2046
STOCKTON, CA. 95201*
PHONE: (209) 948-7543
CALNET: 8-423-7543

DISTRICT 11
4050 TAYLOR STREET
SAN DIEGO, CA. 92110
PHONE: (619) 688-6670
CALNET: 8-688-6670

DISTRICT 12
3337 MICHELSON DRIVE SUITE CN 380
IRVINE, CA. 92612-8894
PHONE: (949) 724-2000
CALNET: 8-655-2000

Grant Program Description

The California Department of Transportation (Caltrans) invites applications for Fiscal Year 2009-2010 Transportation Planning Grant Programs. The funds available from the six grant programs identified in this package may be used for a wide range of transportation planning projects.

INTRODUCTION

Caltrans provides transportation planning grants for:

- Environmental Justice: Context-Sensitive Planning
- Community-Based Transportation Planning
- Partnership Planning (FHWA)
- Transit Planning (FTA Section 5304)
 - Statewide Transit Planning Studies
 - Transit Technical Planning Assistance
 - Transit Professional Development

Transportation Planning Grants are intended to promote a balanced, comprehensive multi-modal transportation system. The Federal and State goals provide a framework for the grant programs. The Environmental Justice: Context-Sensitive Planning and the Community-Based Transportation Planning grant programs reflect State goals, while the Partnership Planning and Transit Planning grant programs reflect Federal Goals. The results of these grants should ultimately lead to the adoption, initiation, and programming of transportation improvements.

Each Transportation Planning Grant program has program-specific purposes and is intended to address local needs and issues. Transportation Planning Grant proposals should also incorporate broader goals and reflect attributes desired throughout the transportation system.

Grant applicants must clearly demonstrate how their proposed planning project promotes federal and/or state transportation planning goals.

FEDERAL TRANSPORTATION PLANNING GOALS

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Transportation Planning Grant Summary Chart

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
Environmental Justice: Context-Sensitive Planning	State Highway Account Budget \$3 million Grant Cap \$250,000	Promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities.	The following may apply directly or as a sub-recipient : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies • Cities and Counties • Transit Agencies • Native American Tribal Governments The following may apply only as a sub-recipient : • Universities and Community Colleges • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities**	10% of the grant amount requested (in non-State and non-federal funds). Up to half of the 10% match can be in-kind*. Refer to sample match calculation on Page 14.
Community-Based Transportation Planning	State Highway Account Budget \$3 million Grant Cap \$300,000	Fund coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system which includes mobility, access, and safety.	The following may apply directly or as a sub-recipient : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies • Cities and Counties • Transit Agencies • Native American Tribal Governments The following may apply only as a sub-recipient : • Universities and Community Colleges • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities**	20% of the grant amount requested (in non-State and non-federal funds). Up to half of the 20% match can be in-kind*. Refer to sample match calculation on Page 24.
Partnership Planning	FHWA*** State Planning and Research, Part 1 Budget Federal funds \$1,000,000 Grant Cap \$300,000	Fund transportation planning studies of multi-regional and statewide significance in partnership with Caltrans.	The following may only apply as an applicant : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies The following may apply only as a sub-recipient : • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities**	20% of grant amount requested (in non-federal funds or an in-kind* contribution). The entire minimum 20% local match may be in the form of an in-kind contribution. Additional local funds above the minimum local match are desired. Refer to sample match calculation on Page 37.

General Information and Requirements

APPLICATION SUBMITTAL

Five signed hard copies and one electronic copy on a CD (Microsoft Word and Excel) of the entire Application including documents must be postmarked or received by your local Caltrans District Planning Office no later than **5:00 pm, Wednesday, April 1, 2009** (see appropriate Caltrans District Planning contact in the description of each grant program). **Late applications will not be accepted.**

Caltrans district staff is available **prior to the April 1, 2009** deadline to answer general questions to help interested groups complete their applications. Applicants may also direct their questions to the appropriate Caltrans Headquarters staff for the respective programs.

Timeline

- Winter – Transportation Planning Grant Application available by mail, e-mail, and website.
<http://www.dot.ca.gov/hq/tpp/grants.html>
- April 1, 2009 – Final applications due to appropriate Caltrans District Planning Office.
- Fall 2009 – Estimated time of grant award announcements (upon approval of State budget).

FINANCIAL REQUIREMENTS

Grant payments are made only as reimbursements occurring no more frequently than monthly or at a minimum quarterly. The Grantee must pay its sub-recipients and named subcontractors prior to submitting an invoice requesting reimbursement from Caltrans. A single, one-time, **lump sum invoice for the entire grant is not allowed.** Local match must be expended on a proportional basis coinciding with the expenditure of the grant funds.

Non-federal sources for local match can include local sales tax, special bond measures, private donations, private foundations, etc. Examples of in-kind contributions include donated printing, facilities, food (for EJ and CBTP only), interpreters, equipment, advertising, staff time, etc. All in-kind contributions must be itemized.

Grantees are required to maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item. The accounting system of the Grantee, including its sub-recipients and subcontractors, shall conform to Generally Accepted Accounting Principles that enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices sent to or paid by Caltrans. Allowable project costs will be in compliance with 49 Code of Federal Regulations (CFR), Part 18 and Office of Management and Budget (OMB) A-87. It is the Grantee's responsibility, in conjunction with Caltrans district staff, to monitor work and expenses to ensure the project is completed according to the contracted Scope of Work and Project Timeline/Project Schedule and Funding Chart. Grantees must monitor work and costs to ensure their invoices are submitted on a regular and timely basis (monthly or quarterly). Grantees must communicate with their local Caltrans District Planning office to ensure any issues are addressed early during the project period.

An Indirect Cost Allocation Plan or Central Service Cost Allocation Plan and related documentation are to be provided to the Caltrans Office of Audits and Investigations annually for review and approval prior to the Grantee seeking reimbursement of indirect costs. The Grantee must prepare and submit its Indirect Cost Allocation Plan or Central Service Cost Allocation Plan in accordance with Office of Management and Budget (OMB) A-87 and Caltrans Local Programs Procedures (LPP) 04-10.

goods and services in a fair and open competitive manner. Grantees are prohibited from restricting competition in any government-funded procurement transaction.

The following applies only to the Environmental Justice: Context-Sensitive Planning and Community-Based Transportation Planning Grant programs.

- If the grant applicant specifically identifies a sub-recipient/subcontractor in the Scope of Work, the sub-recipient/subcontractor may be employed without further bidding. However, when choosing a sub-recipient/subcontractor, applicants are reminded to select them at the onset of their application in a fair and careful manner and be able to justify the value the sub-recipient/subcontractor brings to the project.
- If a sub-recipient/subcontractor is **not** identified in the Scope of Work and the value *exceeds* \$25,000, the work must be competitively bid. The bidding process does not need to be elaborate, but must reflect an honest and reasonable effort to seek at least three written proposals for the same work or services. It must be a fair, objective, and documented process. Grantees are advised to retain their documentation.
- If a sub-recipient/subcontractor is **not** identified in the Scope of Work and the work contemplated is *less than* \$25,000 in cost, the work is not subject to bid requirements but still requires prior approval by your Caltrans District Planning Office.

TITLE VI NONDISCRIMINATION REQUIREMENT

Title VI of the U.S. Civil Rights Act prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. Specifically Title VI provides the following:

No person in the United States shall, on the ground of race, color, national origin, religion, sex, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving financial assistance from the Federal government.

Caltrans is responsible for complying with Civil Rights requirements and for monitoring compliance of any sub-recipients of its funding. This is also applicable to sub-recipients of State funding. The Federal Highway Administration and the Federal Transit Administration each have requirements that recipients must demonstrate continued compliance with Title VI. Compliance with Title VI includes conducting meetings in a fair and reasonable manner that are open to all members of a community. Compliance also reflects not only law but is a good policy that builds the kind of trust and information sharing upon which successful planning is done. Even where a city or county may not be receiving federal funding for transportation, the Civil Rights Restoration Act of 1987 also obligates that a city or county comply with Title VI if it receives any other federal funding for any program.

DISADVANTAGED BUSINESS ENTERPRISE REQUIREMENT (DBE)

Effective May 1, 2006, Caltrans and its sub-recipient local agencies receiving U.S. Department of Transportation federal financial assistance for transportation and transit related projects, were obligated to change from a race conscious to a race neutral DBE Program. Current DBE provisions do not require specific DBE contract participation goals and evaluation of "Good Faith Efforts". As a matter of statewide policy, Caltrans would like all local agencies to express their desire for prime contractors and prime consultants to voluntarily continue to use and list DBEs as subcontractors. Please refer to the Caltrans Civil Rights' website (<http://www.dot.ca.gov/hq/bep/index.htm>) where the DBE Program Plan is posted. Specifically, refer to the Transportation Planning portion and any applicable attachments listed in the Table of Contents.



California Department of Transportation
Transportation Planning Grants FY 2009-10

- Environmental Justice: Context-Sensitive Planning
- Community-Based Transportation Planning

TIPS AND POINTERS

The following Tips and Pointers were compiled to help applicants prepare their proposals for a Transportation Planning Grant.

1. Clearly state the purpose and need. Rather than make a sweeping statement about past problems and inequities, be concise about defining the transportation barriers and problems that confront your community and how you plan to address them. Applicants can define their purpose and needs, such as better access to jobs and health care, safer access to schools and playgrounds, speeding traffic and air pollution, impact of heavy trucking on local streets, inadequate transit services, promoting more in-fill development, or reducing congestion.

Past applications that were NOT competitive dedicated lots of writing to “injustices” or “impacts” and failed to define the transportation and planning issues and how they would be addressed through community involvement in planning. The documents of planning need to be objective and readable.

2. Clearly define the community, its boundaries, ethnic make-up, languages spoken, income levels, and transportation issues. This helps identify a community’s conditions and needs. For example, the Environmental Justice: Context-Sensitive Planning grant program is aimed at helping low-income, minority, and Tribal communities, so it is important to research this information and state it clearly.

Past applications that were NOT competitive sometimes stated that some Hispanic and Asian “dialects” were spoken in the community and then proceeded to develop plans for revitalizing their downtown businesses to boost tourism and shopping. An applicant’s ability to identify the demographics and even the language barriers of a community helps strengthen the perception that you are able to promote environmental justice and community involvement in transportation planning.

3. Include digital photographs and maps of the community. Photographs help support an application because they help convey a complete picture of a diverse community, the condition of its streets and housing, and its transportation problems. A clear map helps locate a community within a city or county.

Past applications that had digital photos and maps generally stood out for the grant evaluation teams. Applications from one area of the State may be evaluated by persons in a different area. Visual information helps support and enhance the application. For awarded grants, we will encourage grantees to take digital photographs of community meetings, focus groups, field trips to critical sites, and conceptual renderings to help document the work.

4. Practical purposes and outcomes are encouraged. A good application should always try to achieve the achievable. Setting realistic goals and outcomes that a community can understand, accept, and take ownership for in order to address real issues of mobility, access, equity, safety, and economic opportunity are going to be more impressive than a study that does not have an obvious, practical outcome. The final results of these grants should lead to the adoption, initiation, and programming of transportation improvements that improve mobility, access, and economic vitality.



California Department of Transportation
Transportation Planning Grants FY 2009-2010

- **Partnership Planning and Transit Planning**

Tips and Pointers

Both Federal and State goals provide the framework or basis for the FHWA and FTA grant programs. These goals are general statements or visions about what each organization values and wants to ultimately achieve. A competitive grant application would address multiple Federal and State goals.

Objectives are the intermediary step between the goal and implementation. The grant program objectives indicate the specific purpose of each grant program. The proposed projects are the means of implementing the objectives and the goals. When preparing a grant application, bear in mind the goals as well as the purpose or objective of each grant program.

For example, the Federal goal of a safe transportation system can be addressed by a Partnership Planning, Statewide Transit Studies or Transit Technical Planning Assistance grant application. A Partnership Planning project could propose multi-agency sharing and comparison of roadway incident information in order to identify regional high-risk areas and possible coordination of programming efforts for roadway safety improvements.

A Statewide Transit Studies project could propose that several transit and railway providers develop a system to record, share and compare scheduling and safety data in order to identify compatible regional scheduling opportunities and high-risk incidents, leading to potential solutions and possible joint funding sources geared toward improving transit safety and connectivity. Note: This application would be addressing two of the Federal goals – connectivity/integration, and safety.

A Transit Technical project could propose a study that would review the feasibility of linking on-board transit communications systems to local law enforcement offices and programs.

Likewise, the application can link the individual grant program objective to one or more of the State goals. If any State goal overlaps or duplicates any Federal goal in the proposed project application, write a brief note in the State goals section to refer to the applicable Federal goal(s). The main idea is to prevent duplication and save time for writers and reviewers of the application. For example, the Federal goal, Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency, overlaps with the State goal, Support the economy. In the State goals section, the writer would simply note, "See Federal Goal number 1, Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency."