

FTA Section 5339

Federal Fiscal Year 2013 Guidelines

California Department of Transportation Division of Mass Transportation

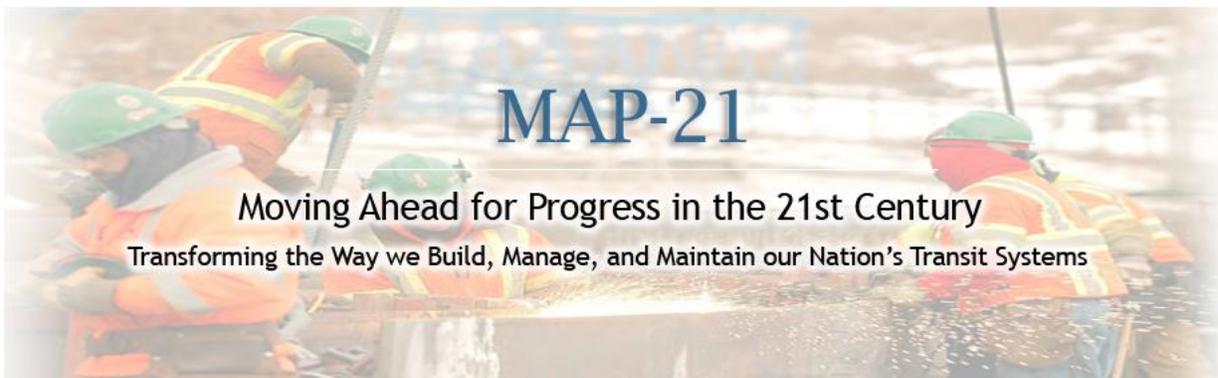


Table of Contents

I.	FTA Section 5339 Project Timeline	3
II.	Submittal/Contact Information.....	3
III.	Introduction	4
IV.	Funding	4
V.	Eligible Projects	5
VI.	Eligible Applicants.....	5
VII.	Distribution of Funds	5
VIII.	Requirements.....	6
	Attachment 1. FTA Section 5339 Small Urban Formula Distribution.....	16

I. FTA Section 5339 Project Timeline

Application Submittal Deadline:	March 15, 2014
FTA Grant Agreement in Place:	May 1, 2014 (Estimated)
Fully Executed Contract:	May 31, 2014 (Estimated)

II. Submittal/Contact Information

Submittal Information:

Submit PDF Copies of All Required Plans And Documents with Application via E-mail to: 5339apps@dot.ca.gov

Contact Information:

Annette Clark
California Department of Transportation,
Division of Mass Transportation, Office of Federal Transit Grants, FTA Section 5339,
MS #39, P.O. Box 942874, Sacramento, California, 94274-0001
Phone: 916-654-8628
E-mail: annette.clark@dot.ca.gov

FTA Section 5339 Website:

<http://www.dot.ca.gov/hq/MassTrans/5339.html>

III. Introduction

The Federal Transit Administration (FTA) Section 5339 (Bus and Bus Facilities Program) is a new formula program that provides funding for capital projects to replace, rehabilitate, and purchase buses and bus-related equipment, and to construct bus-related facilities. This program was established under Moving Ahead for Progress in the 21st Century (MAP-21), replacing the previous Section 5309 discretionary program established under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

During this initial call for Section 5339 projects, the California Department of Transportation, Division of Mass Transportation, will not be accepting applications to construct bus-facilities. Applications for 5339 funding is limited to projects to replace, rehabilitate and purchase buses, and bus-related equipment and facilities. Projects to construct Section 5339 bus-facilities may be included in future funding years.

Eligible recipients are designated recipients and States that operate or allocate funding to fixed-route bus operators. Eligible subrecipients include public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income. For more information about Section 5339 please contact Annette Clark, California Department of Transportation, Division of Mass Transportation, Office of Federal Transit Grants, at (916) 654-8628 or annette.clark@dot.ca.gov.

IV. Funding

The funding available to small urban areas with populations between 50,000 and 200,000 for Federal FY 2013 is \$7,381,525. Please refer to Attachment 1 for the distribution for each region. Per the Federal Register dated Oct. 16, 2012 and consultation with FTA Region IX, Caltrans DMT developed the regional apportionment for each region in the small urban areas using the same population formula as FTA Section 5307, based on the 2010 census data.

Due to funding limitations, applicants that are selected may receive less than the amount originally requested. The required local match must come from non-federal Department of Transportation fund sources, such as Transportation Development Act, Local Measures, or Proposition 1B funds. Toll credits can be used as a local share in lieu of a fund source. Section 5339 eligible projects and related federal share and local match are provided on page 5.

Eligible Projects	Federal Share	Local Match
Acquiring vehicles for purposes of complying with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) or the Clean Air Act. For example: Acquisition of buses for fleet and service expansion, acquisition of replacement vehicles, and bus rebuilds.	85 percent	15 percent
Acquiring vehicle-related equipment or facilities required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) or vehicle related equipment or facilities (including clean fuel or alternative fuel vehicle-related equipment or facilities (non-construction) for purposes of complying with or maintaining compliance with the Clean Air Act. For example: passenger shelters and bus stop signs.	90 percent	10 percent
Other Bus and Bus Facilities Related Projects. For example: mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.	80 percent	20 percent

V. Eligible Projects

Eligible capital projects include projects to replace, rehabilitate, and purchase buses and related equipment and bus-related facilities. The following projects are eligible for Section 5339 funding:

- Acquisition of buses for fleet and service expansion
- Acquisition of replacement vehicles
- Bus rebuilds (for bus rebuild and rehabilitation projects, only over-the-road, large buses are eligible)
- Passenger amenities such as passenger shelters and bus stop signs
- Accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers, and shop and garage equipment

VI. Eligible Applicants

Public agencies or private nonprofit organizations that operate fixed route services and engage in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.

VII. Distribution of Funds

In order to receive Section 5339 funding, projects must have a significant impact on desirable long-term outcomes for improving and maintaining California’s buses and bus facilities so that the State’s public transportation systems are in good physical condition and successfully accomplish their performance objectives. In addition, projects must meet all federal, state and local requirements for

obligation no later than May 2014. Any FY 2013 funds that remain unobligated at the close of business on September 30, 2016 will revert to FTA for reapportionment.

VIII. Requirements

Once approved by FTA, successful applicants enter into a Standard Agreement with Caltrans. The agreement remains in effect until the project's useful life is met. Applicants are responsible for the proper use, operating costs, and maintenance of all project equipment. Applicants must be prepared to meet all federal, state and local requirements for obligation no later than April 2014. In addition, the following requirements apply to all successful applicants:

1. Required Reporting/Documents Submission

- Milestone Progress Report

Subrecipients must submit Milestone Progress Reports to Caltrans DMT. MPR are to be submitted to Caltrans DMT within 30 days after the end of the reporting period as follows:

Reporting Period	Due Date
July 1 through December 31	January 31
January 1 through June 30	July 31

- DBE Awards/Commitments and Actual Payments Reports

Subrecipients must report on Disadvantaged Business Enterprises (DBE) participation in their contracting opportunities. Twice yearly subrecipients must submit a completed Awards/Commitments and Actual Payments spreadsheet. Copies of the spreadsheets submitted directly to FTA are due to Caltrans DMT as follows:

Reporting Period	Due Date
April 1 through September 30	October 15
October 1 to March 31	April 15

Completed reports are to be submitted to: 5339apps@dot.ca.gov.

- EEO Plan (If applicable)

Subrecipients that receive capital or operating assistance in excess of \$1million or planning assistance in excess of \$250,000 and employ 50 or more transit-related employees must submit to the state an EEO plan. Program updates are due every three years. For detailed EEO information, please see Section 21, Equal Employment Opportunity.

- Title VI Plan
Subrecipients must submit to the State a Title VI plan. Program updates are due every three years. For detailed Title VI information, please see Section 17, Title VI.
- Resolution of Authority
The Resolution of Authority is a document that identifies the person(s) authorized to sign legally binding documents on behalf of the agency. A Resolution of Authority or other similar instrument must be submitted no later than the Standard Agreement execution period. The Resolution of Authority (or similar instrument) should be resubmitted to Caltrans DMT as often as necessary as to maintain current signatory authority. Caltrans DMT can provide a sample if requested.
- FTA Annual Certifications and Assurances
FTA requests each subrecipient to provide as many certifications and assurances as needed for all FTA programs every year. Before FTA award federal transit assistance to support a project, the subrecipient must provide certain certifications and assurances required by federal law or regulation.
- Maintenance Plan
Subrecipients are required to develop written maintenance plans for all FTA funded facilities and facility related equipment. The plan should identify goals and objectives of a maintenance program and establish the means by which such goals and objectives will be attained.
- Force Account Plan (If Applicable)
One of the four conditions may warrant the use of a subrecipient's own labor forces. These are: 1) cost savings, 2) exclusive expertise, 3) safety and efficiency of operations, and 4) union agreement. Force account work may consist of design, construction, refurbishment, inspection, and construction management activities. Incremental labor costs from flagging protection, service diversions or other activities directly related to a capital grant may also be defined as force account work.

Force account work does not include grant or project administration activities which are otherwise direct project costs. When work to be performed using force account is less than \$10,000,000 but over \$100,000, a force account plan is required to be submitted to Caltrans DMT's review. When work to be performed using force account is less than \$100,000, a detailed plan is not required.

2. Procurement

All procurements utilizing federal funds, including local procurement of supplies, equipment, construction, and services, must be conducted in accordance with the Procurement Standards set forth in FTA's implementing regulations of 49 CFR Part 18, "Uniform Administrative Requirements for Grants and Cooperative Contracts to State and Local Governments" and the

Federal Office of Management and Budget (OMB) Circular A-87 or 49 CFR Part 19, “Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Educations, Hospitals, and Other Non-profit Organizations” and OMB Circular A-122 and FTA Circular 4220.1F, ”Third-Party Contracting Guidance” and Best Practices Procurement Manual. For detailed procurement management information, please see Caltrans DMT’s website at <http://www.dot.ca.gov/hq/MassTrans/Procurement-Mgmt.html>.

Procurement review and approval by Caltrans DMT Procurement staff must occur prior to issuance of Purchase Order for all purchases. To obtain prior approval of purchase and goods and services, contact Caltrans DMT’s Procurement Branch at (916) 654-6990.

3. Disadvantage Business Enterprise

Subrecipients must comply with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts on the basis of race, color, national origin. In addition, subrecipients must create a level playing field on which disadvantage business enterprise (DBEs) can compete fairly for DOT-assisted contracts.

4. Buy America

Buy America provisions apply to:

- All purchases of steel, iron, and manufactured products exceeding the \$100,000 threshold regardless of whether they involve capital, operating, or planning funds.
- Subcontractors, regardless of the size of the subcontract, if the prime contract is more than the \$100,000 threshold.
- Purchases made using an intergovernmental agreement and jointly purchased manufactured products.
- Purchases of used items.

Subrecipients must include a clause citing the Buy America requirement and a Buy America certification in its invitations for bids (IFB) and requests for proposals (RFP). There are different certifications for procurements of rolling stock than for procurements of other steel, iron, or manufactured products. The specific text for steel, iron, or manufactured products can be found at 49 CFR 661.6. The specific text for rolling stock can be found at 49 CFR 661.12. Each is contained in the FTA Best Practices Procurement Manual.

5. Lobbying

Subrecipients must certify compliance with the Federal Restrictions on Lobbying when signing their Standard Agreement with Caltrans. The restrictions on the lobbying clause are also specifically itemized in the Standard Agreement between the subrecipient and Caltrans. Each vendor bidding on equipment being purchased locally by a subrecipient must sign and submit a “Certification Regarding Lobbying”. Caltrans DMT verifies that this certification is included in all local procurement bid packages prior to release of the bid by the subrecipient and confirms that it has been completed and submitted by each responding bidder when reviewing the results of the subrecipient’s bid prior to approval of award.

6. Debarment and Suspension

Subrecipients must certify compliance with the federal debarment and suspension provisions by signing a separate certification when executing their Standard Agreement. In addition, language contained within the Standard Agreement requires compliance with the debarment and suspension provisions. Prior to award, Caltrans verifies through the Excluded Parties List System (EPLS), located that the selected contractor has not been suspended or debarred. Caltrans also reviews all procurement documents to ensure the inclusion of the debarment and suspension certification to be submitted with each bid. It is also the responsibility of the prospective subrecipient to notify Caltrans if it knows whether or not it or any of its principals are presently excluded or disqualified under these regulations.

7. Vehicle Certification

Subrecipients are the registered owner of vehicles purchased with Section 5339 funds; however, Caltrans DMT is the lien holder and retains the Certificate of Title until the property meets the useful life standard and the federal interest requirement. In order to protect the interest of the State and the federal government, the following language is included in each subrecipient's standard agreement:

“At all times, while the PROJECT equipment is in the possession of the Contractor (grantee), the Contractor shall be the registered owner. The Contractor shall not transfer ownership of the PROJECT equipment at any time while this contract is in effect. If the State must take possession of the equipment, as a result of non-compliance with contract terms or by mutual agreement between the State and the agency, the agency shall sign-off as registered owner upon the State taking possession of the equipment.”

8. Useful Life Standards

Subrecipients are required to maintain all Section 5339 funded equipment per manufacturers suggested requirements until the useful life standard has been met. Useful life for equipment is defined as follows:

Vehicle or Equipment	Useful Life
Modified Minivans	100,000 miles or 4 years
Small, Medium, Large Bus	150,000 miles or 5 years
Larger Bus	200,000 miles or 7 years
Largest Bus	350,000 miles or 10 years
Computer equipment	3 years
Asphalt paving, parking lot	10 years
Building Structures	40 years
Bus lift	15 years
Bus stop signs	5 years
Communications equipment	3 years
Communications equipment on vehicles	Equivalent to the useful life associated with the vehicle

Fareboxes/ticket machines	10 years
Surveillance equipment	3 years

Per FTA Circular 5010.1D, the useful life of vehicle rebuild/rehabilitation is to be determined through a consultation with the FTA Program Manager. It is stated that buses to be rebuilt should be at the end of the minimum useful life and in need of major structural and/or mechanical rebuilding. The age of the bus to be rebuilt is its years of service at the time the rebuilding begins. Caltrans DMT will contact FTA Region IX to determine the extent which the useful life of the bus is affected by the rebuild. The minimum extension of useful life is four years. **As stated in the Section V, Eligible Projects, for bus rebuild and rehabilitation projects, only over-the-road, large buses are eligible at this time under this category.**

9. ITS Architecture

Subrecipients who are applying for ITS projects must complete the ITS compliance plan in the application. In addition, the proposed project must be included in the regional ITS architecture. Prior to completion of the regional ITS architecture, an ITS project shall have a project level ITS plan that is coordinated with the development of the regional ITS architecture. Caltrans DMT verifies the following for each agency project ITS plan:

- How the surrounding community benefits from the proposed ITS project.
- The project is consistent with the agency’s local or regional ITS architecture plan.
- The project complies with the requirements of the National ITS Architecture.
- What system the project integrates with.
- What other entities will be a part of the systems integration.
- Each agency has an implementation plan to carry out the ITS project.

10. Request for Reimbursement

All grant awards made under Section 5339 are to be paid on a reimbursement basis only for expenditures against a grant award for a specific project are payable only after execution of the Standard Agreement and completion of purchase and/service or delivery of equipment and consumption of materials as specified in the project. Expenditures prior to contract execution are prohibited. Reimbursement for allowable expenses in accordance with 2 CFR Part 225 (previously Office of Management and Budgets [OMB] Circular A-87) is submitted by the subrecipient and reviewed by Caltrans DMT to ensure compliance with project scope and the terms and conditions of the Standard Agreement. Caltrans DMT reimburses expenditures directly to subrecipients per the Standard Agreement. Travel reimbursements must describe the purpose of travel as it directly pertains to the project, personnel classifications, hourly rates, identification of work to be reimbursed for the payment period, indirect costs, and itemized subcontractor costs. Travel rates must be defined by the agency’s travel policy.

If agency does not have a travel policy, Caltrans DMT will use the State of California Travel Policy approved by the California Department of General Services. Requests for Reimbursement (RFR) and invoices shall be submitted in triplicate not more frequently than monthly in arrears. This requirement applies to construction or facility projects which take considerable time to complete and cross multiple fiscal years. **No advance payment will be made.** A RFR should include a copy of the original signed invoices, purchase order, proof of payment for materials, supplies, and equipment such as canceled checks, bank statements, electronic funds transfer confirmation, or other proof that payment was made. Payment will be made within 45 days.

11. Cost Allocation Plans

Subrecipients who intend to seek FTA reimbursement for **indirect costs** must prepare a Cost Allocation Plan (CAP) and/or Indirect Cost Rate Proposal. To obtain approval from Caltrans Audits and Investigations (A&I) and FTA may take several months; therefore, advance planning and timely submission of CAP is very important. For detailed CAP information, please see Caltrans A&I's website at http://www.dot.ca.gov/hq/audits/icap_icrp.html. The following are basic requirements for preparing a CAP.

- a. CAPs and Indirect Cost Rate Proposals must be updated annually.
- b. The updated plans must be retained and made available for review at the grantees' annual single audit.
- c. Updated CAPs may be used on a provisional basis for the following fiscal year (FY) with the provision that year-end adjustments must be made to actual costs.
- d. The initial plan must be approved by FTA or another cognizant Federal agency.
- e. Additionally, all costs in the plan must be supported by formal accounting records to substantiate the propriety of eventual charges. The allocation plan of the grantee should cover all applicable costs. It should also cover costs allocated under plans of other agencies or organizational units which are to be included in the costs of other federally sponsored programs. To the extent feasible, CAPS of all agencies rendering assistance to the grantee should be presented in a single document.

12. Force Account

Work performed by the subrecipient's in-house work force on capital projects, other than grant administration, that is included in an approved grant is "force account" work. Force account work may consist of design, construction, refurbishment, inspection, and construction management activities. Incremental labor costs from flagging protection, service diversions or other activities directly related to a capital grant may also be defined as force account work. Force account work does not include grant or project administration activities which are otherwise direct project costs. Force account also includes major capital project work on rolling stock.

If the cost of force account work is \$100,000 or more, reimbursement is subject to a subrecipient having a force account plan and justification. Caltrans DMT will use the full cost of the project, not just labor costs, when determining whether the project meets the threshold for a force account plan. Justification of a force account plan may be on the basis of cost, exclusive expertise, safety and efficiency of operations, or union agreement.

Force account is prepared at the project level. If a subrecipient is using a multiple grants for the same project, the subrecipient should have only one force account plan for the project and distribute costs among the different grants in a reasonable allocation method documented in the force account plan. If applicable, subrecipients must submit a copy of the Force Account Plan with the application to: 5339apps@dot.ca.gov.

13. Amendment

It is Caltrans DMT's policy that projects for capital assistance (except construction/real estate acquisition) must be completed within three years from grant award. Caltrans DMT expects subrecipients to utilize effective project planning to develop accurate project scope, budget, cost estimates and schedules and to employ professional management principles to efficiently and effectively complete the project within the project schedule established in the subrecipient's Standard Agreement.

During the course of project implementation, it may become necessary to make modifications to the project in the form of administrative changes or time extension, etc. Caltrans DMT will consider Standard Agreement amendments on a case-by-case basis. The subrecipients must submit the amendment request in writing using the **Amendment Request Form**. Any amendment must be requested at a minimum of 60 days prior to the contract expiration date.

14. Asset Management

Federally funded capital equipment or facilities must be used and maintained in accordance with the purpose and intent for which it was awarded under the FTA grant program whether or not the project or program continues to be supported by federal funds. The subrecipients must maintain control and accountability for all grant awards and property purchased with federal funds including procedures for asset management and adequate maintenance.

Federally funded equipment must be operated and maintained in accordance with maintenance and inspection schedules provided by the manufacturer. No alterations may be made in its as-received condition without first receiving written approval from Caltrans DMT. Caltrans DMT will review and consult with FTA Region IX regarding all alteration requests on a case-by-case basis.

15. Warranty

If a subrecipient has equipment under warranty, FTA requires that there is a system for identifying warranty claims, recording claims, and enforcing claims against the manufacturers. An aggressive warranty recovery program ensures that the cost of defects is borne properly by the equipment manufacturer and not the subrecipient, Caltrans, and ultimately FTA. There should be clear procedures to identify warranty repairs, record the warranty claim, submit the claim to the manufacturer, and follow up on unpaid and/or unresolved claims.

16. Disposition

Subrecipients are required to notify Caltrans whenever program equipment is no longer needed or used for grant purposes. Caltrans will transfer equipment to another recipient of the same FTA grant program if the age, condition, and mileage of the vehicle would make it suitable for transfer, or if Caltrans is aware of a demand for the equipment by other subrecipients.

Prior to the disposition of any FTA funded capital asset, the subrecipient must submit to Caltrans DMT a report that identifies the capital equipment to be retired or disposed of. The report will be used to verify that a vehicle has met the minimum useful life and that there is no remaining Federal interest. The report must include the following information:

- Equipment Serial Identification Number or Vehicle Identification Number;
- Make and Model of the equipment.
- Date when equipment was placed into service.
- Current age and mileage of rolling stock.
- Established minimum useful life period (include miles for rolling stock).
- Proposed date of removal from service.
- Disposition outcome (sale, transfer, use as backup).
- Current market value.
- Proposed anticipated spare ratio.

17. Title VI

Subrecipients must ensure that no person shall, on the ground of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance. Subrecipients must ensure that federally supported transit services and related benefits are distributed in an equitable manner.

Title 49 CFR Section 21.9(b) requires recipients to “keep such records and submit to the Secretary timely, complete, and accurate compliance reports at such times, and in such form and containing such information, as the Secretary may determine to be necessary to enable him to ascertain whether the recipient has complied or is complying with this [rule].” FTA requires that all direct and primary recipients such as Caltrans DMT document their compliance with DOT’s Title VI regulations by submitting a Title VI Program to their FTA regional civil rights officer once every three years or as otherwise directed by FTA. For all subrecipients, the Title VI Program must be approved by Caltrans DMT prior to submission to FTA.

In addition, subrecipients shall develop and submit to Caltrans DMT a list of complaints, investigations, or lawsuits. Subrecipients that have transit-related non-elected planning boards, advisory councils, or committees, the membership of which is selected by the subrecipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees. Subrecipients must submit all the above information to Caltrans DMT every three years. For detailed Title VI requirements, please see FTA’s Title VI website at http://www.fta.dot.gov/legislation_law/12349_14792.html.

18. Charter Bus

A subrecipient seeking Federal assistance under the Federal Transit Laws to acquire or operate any public transportation equipment or facilities must enter into a “Charter Service Agreement.” The terms of the Charter Service Agreement are as follows: “The subrecipient agrees that it, and each of its third party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR 604, the terms and conditions of which are incorporated herein by reference.” The Charter Service Agreement is contained in the Certifications and Assurances published annually by Caltrans DMT for applicants for Federal financial assistance. Once a subrecipient receives Federal funds, the Certifications and Assurances become part of its Standard Agreement for Federal financial assistance.

19. School Bus

Program funds may not be expended for the purchase of equipment to be used exclusively for school bus service. In line with this federal requirement, subrecipients certify at the time of application submittal that they will comply with school bus requirements as stated in 49 CFR Part 605. Additionally, once approved, each subrecipient is required to sign, along with the Standard Agreement, a separate certification regarding school bus requirements. According to State law, all school bus services must be provided in yellow school buses. Since Caltrans does not fund the purchase of yellow school buses, this additionally ensures that subrecipients are not providing school bus services with funded vehicles.

20. Americans with Disabilities Act

Title II and III of the Americans with Disabilities Act of 1990 (ADA) provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service, including access to fixed route bus and rail and complementary paratransit service. Members of the public may file complaints directly with the transit provider or with the FTA Office of Civil Rights headquarters. The DOT ADA regulations at 49 CFR 27.13 require entities with 15 or more employees to adopt a complaint process that provides for the “prompt and equitable resolution of complains” based on disability. Caltrans DMT should be advised of any ADA related pending complaints or lawsuits as soon as possible.

21. Equal Employment Opportunity

Subrecipients must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving federal financial assistance under the federal transit laws.

Subrecipients that receive capital or operating assistance in excess of \$1million or planning assistance in excess of \$250,000 and employ 50 or more transit-related employees must submit to the State an EEO plan. Program updates are due every three years.

22. Drug and Alcohol and Drug-Free Workplace Act Programs

Subrecipients (and their contractors, subcontractors and lessees) must have a drug and alcohol testing program for safety-sensitive employees. Safety sensitive employees are employees that perform the following functions:

- Operating a revenue vehicle including when not in revenue service
- Operating a non-revenue vehicle when required to be operated by a holder of a commercial driver's license (CDL)
- Controlling dispatch or movement of a revenue service vehicle
- Maintaining, repairing, overhauling, and rebuilding a revenue service vehicle or equipment used in revenue service with the exception of:
 - ❖ All maintenance contractors of subrecipients in UZAs under 200,000; and
 - ❖ Subcontractors of maintenance contractors
- Carrying a firearm for security purposes

For detailed Drug and Alcohol program information, please see FTA's website at <http://transit-safety.volpe.dot.gov/DrugAndAlcohol/>.

Attachment 1
Federal Transit Administration Section 5339
Small Urban Formula Distribution

California	\$7,381,525
Arroyo Grande-Grover Beach, CA	\$ 85,828
Camarillo, CA	\$ 146,615
Chico, CA	\$ 184,835
Davis, CA	\$ 202,556
Delano, CA	\$ 158,222
El Centro-Calexico, CA	\$ 233,690
El Paso de Robles (Paso Robles)-Atascadero, CA	\$ 102,622
Fairfield, CA	\$ 279,594
Gilroy-Morgan Hill, CA	\$ 158,851
Hanford, CA	\$ 176,443
Hemet, CA	\$ 337,885
Livermore, CA	\$ 169,056
Lodi, CA	\$ 168,811
Lompoc, CA	\$ 136,468
Madera, CA	\$ 167,500
Manteca, CA	\$ 189,181
Merced, CA	\$ 259,390
Napa, CA	\$ 170,991
Petaluma, CA	\$ 124,504
Porterville, CA	\$ 148,012
Redding, CA	\$ 166,621
Salinas, CA	\$ 414,544
San Luis Obispo, CA	\$ 112,594
Santa Barbara, CA	\$ 418,774
Santa Cruz, CA	\$ 305,151
Santa Maria, CA	\$ 328,423
Seaside-Monterey, CA	\$ 219,495
Simi Valley, CA	\$ 291,009
Tracy, CA	\$ 201,862
Turlock, CA	\$ 227,923
Vacaville, CA	\$ 195,187
Vallejo, CA	\$ 380,183
Watsonville, CA	\$ 148,965
Woodland, CA	\$ 141,332
Yuba City, CA	\$ 227,320
Yuma, AZ--CA	\$ 1,086