

**FTA Section 5310 Elderly and Disabled Specialized Transit Program,  
Federal Fiscal Year 2009**

**PROGRAM FACT SHEET AND TIMELINE**

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**Program Purpose:** Provide capital grants for the purpose of meeting the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient or inappropriate.

**Program History:** Since the program's inception in 1975, approximately 500 agencies have received over 3000 vehicles statewide, serving a variety of client groups and programs ranging from small agencies with specific clientele (e.g. dialysis and AIDS patients) to large providers serving an entire community. The average cost for yearly maintenance for a vehicle is estimated at \$8,500.

**Funds Available**

- \* Approximately \$12.6 million in Federal funds are available for this cycle;
- \* Applicants receive 88.53% in federal funds and must provide 11.47% in local match.

**Eligible Applicants:**

- \* Private non-profit corporations;
- \* Public agencies where no private non-profits are readily available to provide the proposed service;
- \* Public agencies that have been approved by the State to coordinate services.

**Eligible Equipment:**

- \* Accessible vans and buses;
- \* Mobile radios and communication equipment;
- \* Computer hardware and software;
- \* Transit related ITS systems;
- \* Introduction of new technology through innovative and improved products.

**Service Eligibility:** Services to be provided must serve the transportation needs of elderly persons and/or persons with disabilities.

**Project Eligibility:** Applicant must have management oversight and control over the operations and service of the equipment. Applicants are required to provide sufficient justification and provide documentation that alternative transportation services are unavailable,

insufficient or inappropriate to meet the agency's transportation needs. Vehicle(s) must provide a minimum of 20 hours of service per week, alone or in coordination with other agencies.

All projects selected for funding must be derived from a Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) as required by federal guidance.

**Vehicle Replacement Eligibility:** Vehicle(s) must be in active service. Active service is defined as a vehicle providing service throughout the agency's normal days and hours of operation. A van(s) proposed for replacement must have been in service for four years or have at least 100,000 miles at the time of application. A bus(s) proposed for replaced must meet or exceed replacement guidelines.

**Service Expansion Eligibility:** Applicants must be able to document that the proposed transportation service will provide:

- \* Services to additional persons; or
- \* Expand the service area or hours; or
- \* Increase the number and/or frequency of trips.

**Funding Selection Process:**

- \* The Regional Transportation Planning Agency (RTPA) scores the applications using established evaluation criteria and completes a prioritized list for their region.
- \* The State Review Committee reviews the scores from RTPA and establishes a statewide-prioritized list (POP) based on available funding.
- \* The California Transportation Commission holds a public hearing to review and adopt the POP.
- \* Submit funding request to FTA.

**Program Requirements:** Successful applicants enter into a Standard Agreement with Caltrans that stipulates the terms and conditions under which the equipment must be procured and operated. The agreement remains in effect until the project is terminated and formal disposition of the equipment has been made. Grantees are responsible for the proper use, operating costs, and maintenance of all

project equipment. Grantees must be prepared to comply with the requirements of the Department of Motor Vehicle and the regulations of the California Highway Patrol.

**Note:**

*Vehicles for non-profit agencies are purchased by Caltrans using the State procurement contract. Public agencies can follow this process or a local procurement process. If using the local procurement process the grantee must comply with state procedures, purchase equipment then invoice the state for reimbursement of the Federal Share.*

**TIMELINE**

- 2009 February - Call for Projects
- February - CTC adopts Quantitative Scoring & Project Rating Worksheet
- March – April - Application Workshops
- May - RTPA Evaluation and Scoring Training
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- June – August - Regional applications due to RTPA by June 5, 2009. RTPA scores applications and conducts appropriate public hearings.
- September - RTPA forwards regional prioritized list with scores and copies of applications with approved Certification and Assurances to Caltrans by September 8, 2009
- September – December - Regional scores are merged into a statewide-prioritized list.
  - State Review Committee reviews and verifies scores submitted by the RTPAs
  - Submit draft list to CTC for book time at January 2010 meeting.
  - CTC distributes public draft Program of Projects (POP)
- 2010 January - CTC conducts public hearing to adopt draft POP.
  - Review committee hears any filed appeals
- February - CTC conducts public hearing to adopt final POP.
  - Projects are programmed in the FTIP.
- April - Approved POP submitted to FTA for funding approval.
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- May - Successful Applicant Workshops, verify new agency information
- May-June - Standard Agreements process initiated, includes verification of new agencies and deposit of local match dollars
  - When completed, Procurement process begins.

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*For additional information call our toll free number (1.888.472.6816) or visit our website at:  
<http://www.dot.ca.gov/hq/MassTrans/5310.html>*