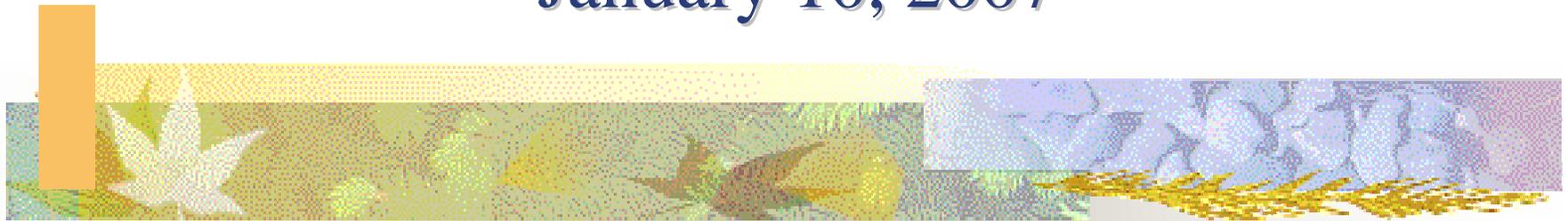


2007 Federal Transit Grants Workshops

January 10, 2007



Sacramento, California

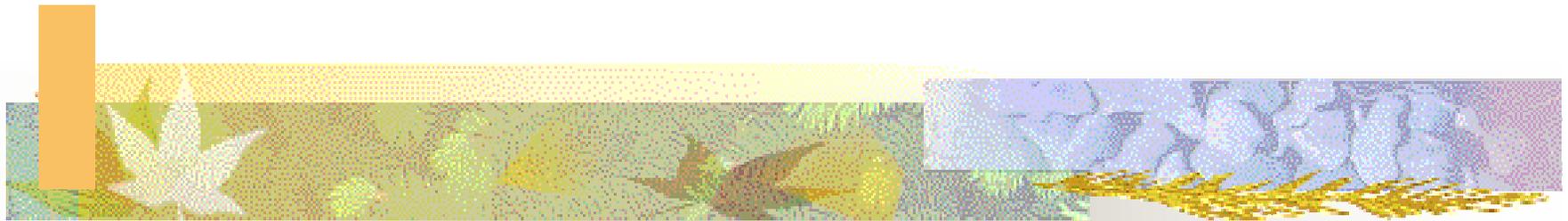
Division of Mass Transportation

California Department of Transportation



Office of Federal Transit Grants

Kimberly A. Gayle, Office Chief



Presented by:

Federal Transit Grants Branch Chiefs and Staff



Why FTA Grant Workshops? Past/Present Outreach Efforts

- 2006 – Office Chief, Kimberly Gayle, conducted outreach statewide on the preliminary changes to the federal transit grant programs.
- 2007 – Branch Chiefs and staff will conduct these workshops with focus on the **Pre-Application** requirements based on interim guidance.



SAFETEA-LU

Safe, **A**ccountable, **F**lexible, **E**fficient

Transportation **E**quity **A**ct: A **L**egacy for **U**sers

- ✓ Enacted August 2005
- ✓ Formula based program to the states
- ✓ Includes estimated transportation authorizations for FFY 2006-2009

SAFETEA-LU

Interim Guidance

- Federal Register Notices:
 - *November 30, 2005*
 - *March 15, 2006*
 - *July 24, 2006*
 - *September 6, 2006*
 - *October 31, 2006*
- Final Guidance from the FTA is anticipated
March 2007

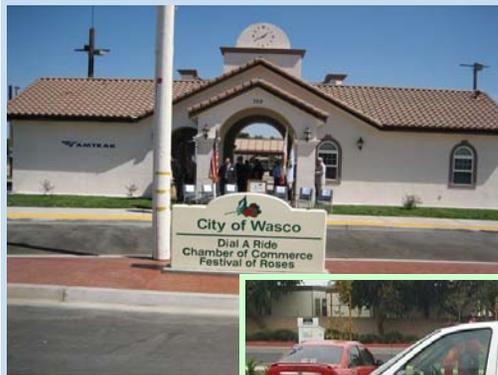
Federal Transit Administration (FTA) Grants Administered by Caltrans

- **Elderly & Persons with Disabilities (5310)**
- **Non-Urbanized Grant Program (5311)**
- **Job Access and Reverse Commute (5316)**
- **New Freedom (5317)**



SAFETEA-LU

Non-Urbanized Grant Program (FTA Section 5311)



FTA Section 5311

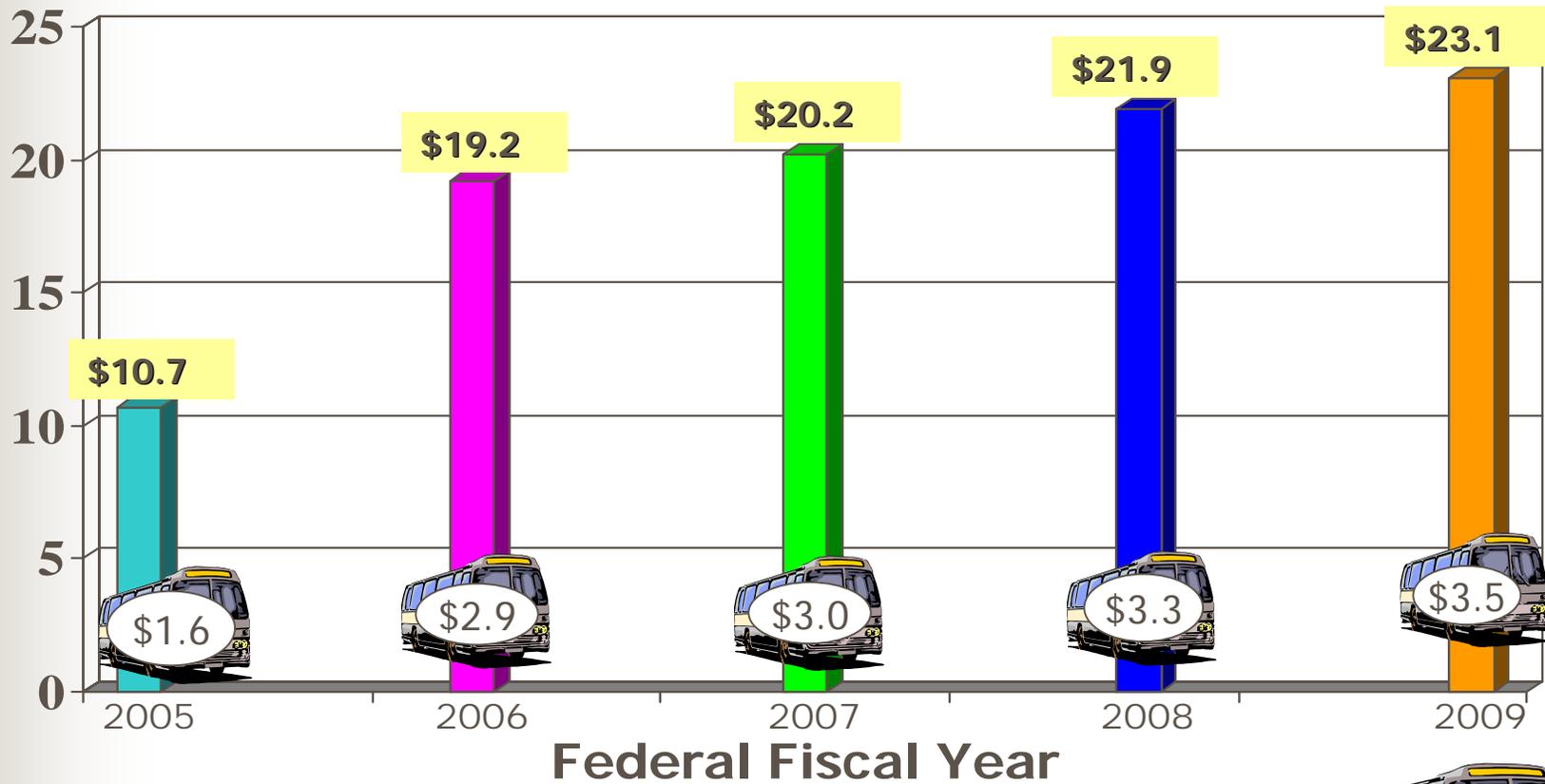
Program Information

- Program goal is to ensure that those who live in rural areas have access to transit to meet basic mobility needs.
- Provides funding for public transportation and intercity bus projects.
- Rural Transit Assistance Program

SAFETEA-LU

Section 5311 Funding Levels

Millions



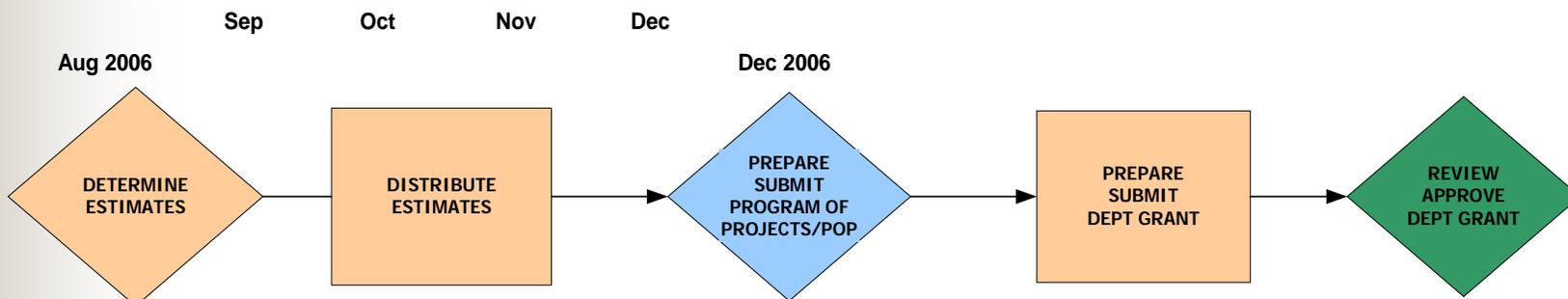
FTA Section 5311 Program Requirements

Implemented Changes

- Intercity Application Cycle
- Sliding Scale
- National Transit Database
- DBE Implementation Agreement



FTA SECTION 5311 GRANT PROCESS FFY 2007



Application Distributed



Department - Caltrans



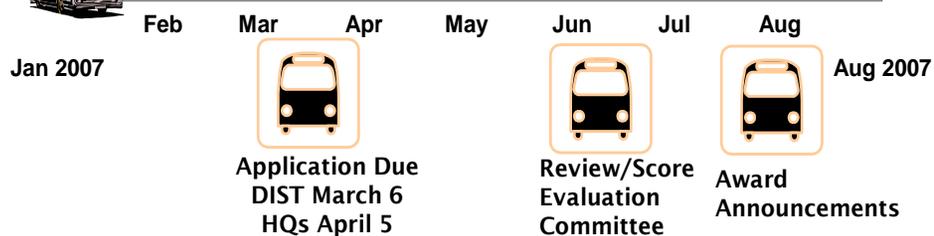
Transportation Planning Agencies (TPA) Regions/Counties



Federal Transit Administration/FTA



INTERCITY



FTA Section 5311

Sliding Scale – Match Rate

Higher federal rates for capital costs based on the ratio of designated public lands area to the total area of this state.

80%	Capital		88.53%
50%	Operating		55.33%

Effective FFY 2007

FTA Section 5311

National Transit Database (NTD)

State recipients of FTA's Non-urbanized Area Formula Program, Section 5311 program are required to submit an annual report to NTD on service levels, costs and revenue.

The Department to date —

- Completed development of a web-based data collection system
- Met 2006 reporting requirement for rural transit data for all Section 5311 subrecipients
- Anticipates next reporting mid-2007
- No reporting required for Intercity at this time, however this will be a requirement in the future.

FTA Section 5311

DBE Implementation Agreement Subrecipient Responsibilities

- ❑ Adhere to the Caltrans DBE Plan

- ❑ Submit an Implementation Agreement
 - ✓ *Initial Agreement was due December 31, 2006*

- ❑ Include DBE Contract Language in Solicitation

- ❑ Bi-annual Reporting

FTA Section 5311 CONTACT INFORMATION



Dan Mundy

(916) 657-4587

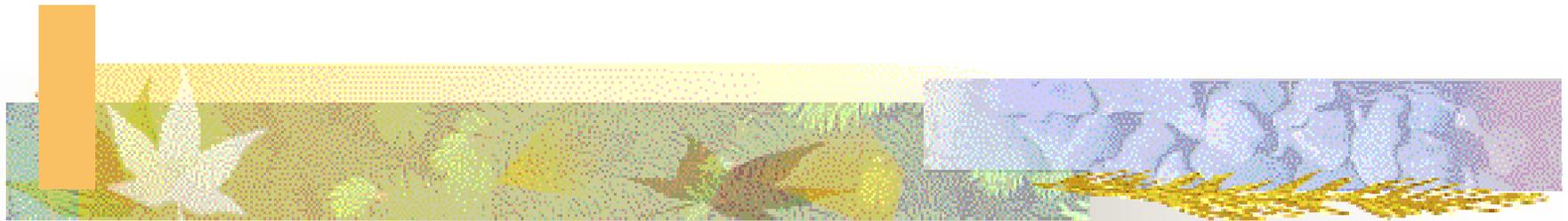
dan_mundy@dot.ca.gov



QUESTIONS?

SAFETEA-LU

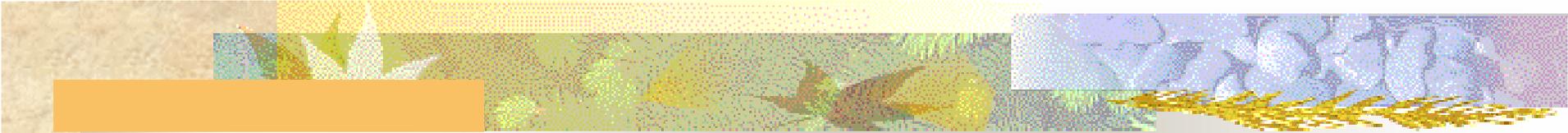
Elderly & Persons with Disabilities Grant Program (FTA Section 5310)



FTA SECTION 5310

Program Purpose

Administer funds through the Division of Mass Transportation (DMT) for the purchase of accessible vehicles and other equipment that serves elderly persons and persons with disabilities where existing transportation is unavailable, insufficient or inappropriate.



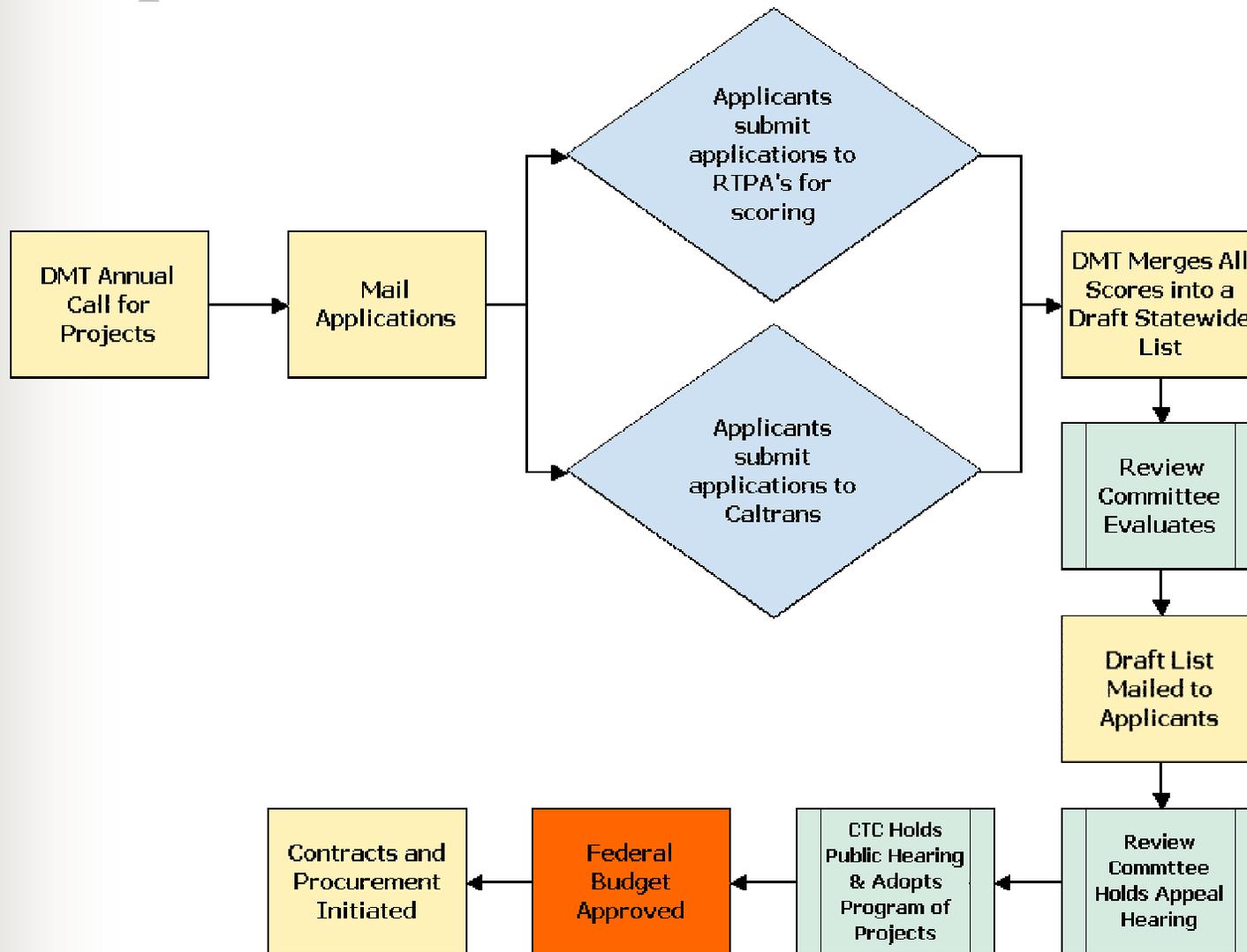
Assembly Bill 772 (1996)

State Law Impact to FTA Section 5310:

- Caltrans/Division of Mass Transportation
 - 5% of apportionment for administration
 - Submit 5310 grant to FTA
 - Grant administration
- California Transportation Commission
 - Selects projects
 - Establishes appeals process
 - Holds public hearing

Section 5310

Competitive Grant Process



SAFETEA-LU

Changes to FTA Section 5310

- State can use the same sliding scale capital rate that it uses for FHWA programs.
 - 88.53 % FTA
 - 11.47 % Local match

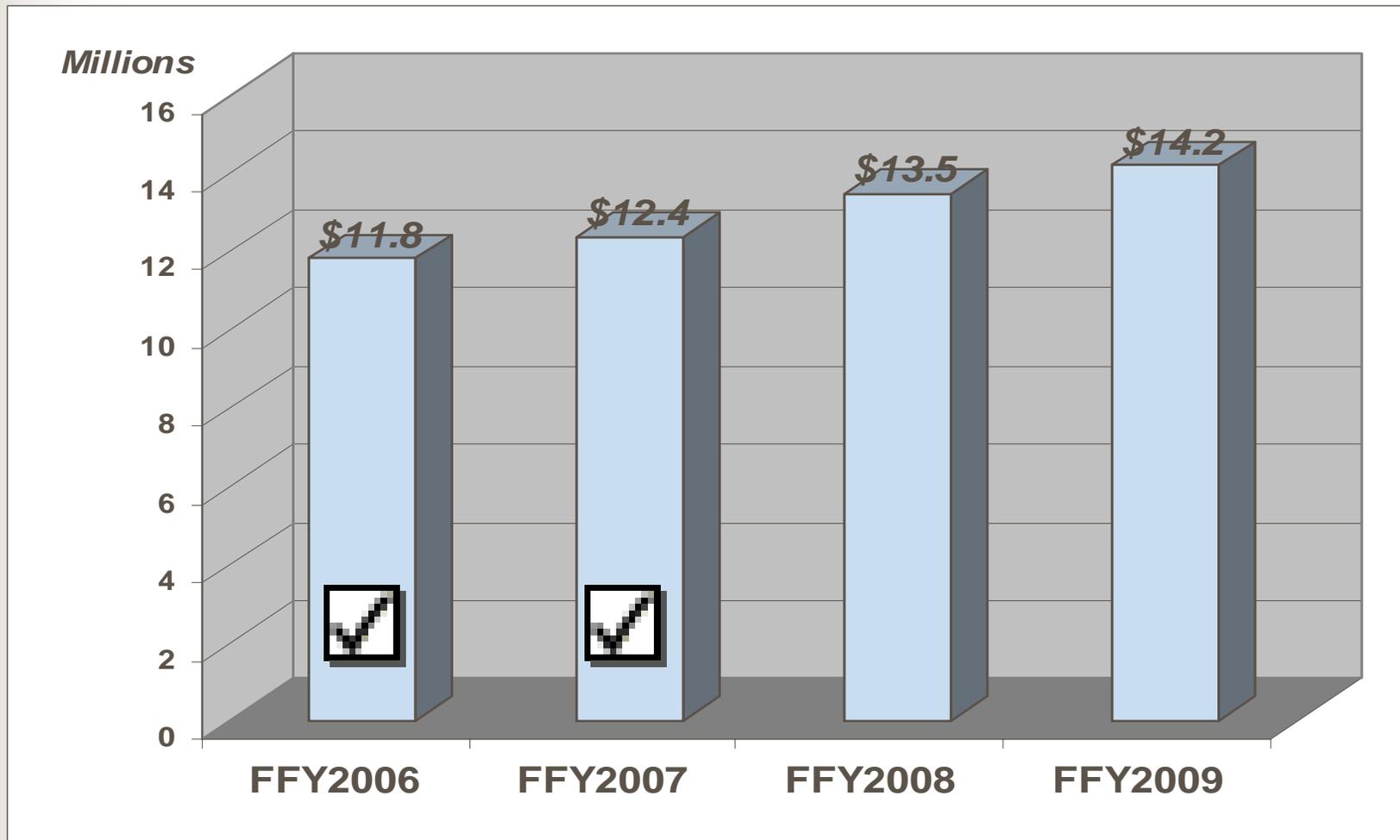
- Local match can now come from non-DOT Federal sources.

- The local coordinated plan is a prerequisite to application/funding.



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Section 5310 Funding Levels



FTA Section 5310

Next Steps?

- Awaiting Final Circular (March 2007)
- Reconvening 5310 Advisory Committee to incorporate SAFETEA-LU changes into project selection criteria
- FFY 2008 Application Workshops

State Contract 2007 Vehicles

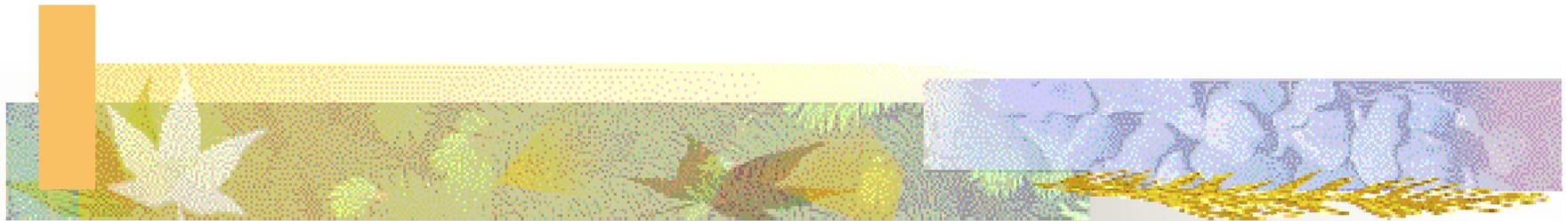
STATE CONTRACT 2007 Vehicles

Modified Minivans
Modified Raised Top Vans
Small - Medium - Large Buses
Medium Duty Transit Buses



Caltrans Improves Mobility Across California

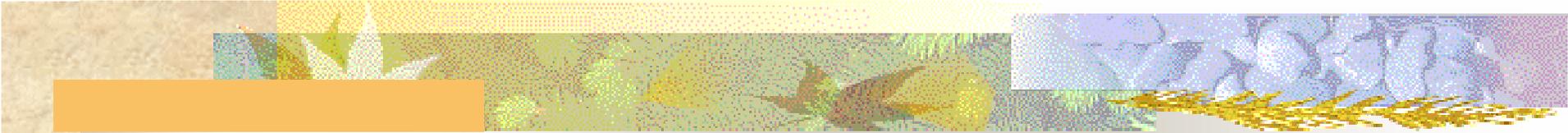
FTA SECTION 5310 CONTACT INFORMATION



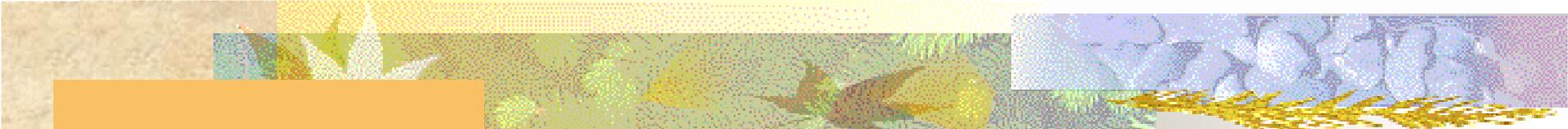
Toll-Free Assistance:

1-888-GRANT16 (472-6816)

<http://www.dot.ca.gov/hq/MassTrans/ost.htm>



QUESTIONS?



BREAK

SAFETEA-LU

Job Access & Reverse Commute (FTA Section 5316)



SAFETEA-LU

Job Access & Reverse Commute (JARC)

FTA Section 5316

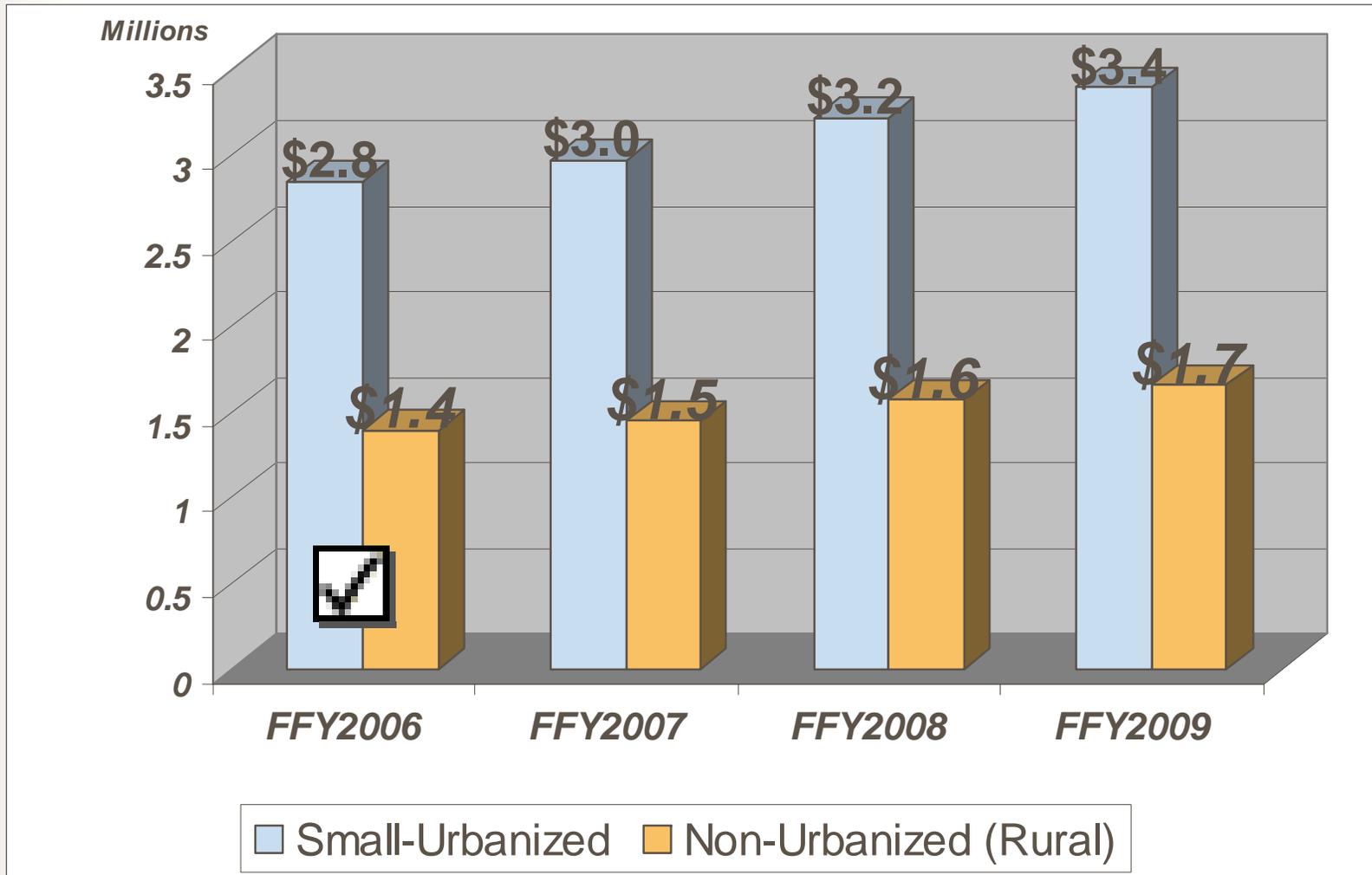
- Serves Individuals with Lower Incomes
- Access to Employment/Employment
Related Activities
- Reverse Commute Services
- *Change from National Discretionary to
Formula Grant Program to the States*



SAFETEA-LU:



FTA Section 5316 Funding Levels for California



SAFETEA-LU

Job Access & Reverse Commute (JARC)

FTA Section 5316

- Program administered by Caltrans/DMT for areas <200,000 (Small UZAs/Rural)
- Direct apportionment to UZAs >200,000
- Operating match is 50-50
- Capital match is 80-20
- Local match can now come from non-DOT Federal sources



Job Access & Reverse Commute (JARC)

FTA Section 5316

Eligible Applicants

- Tribal governments
- Local government agencies
- Social service agencies
- Non-profit organizations
- Private not for profit – 501(c)3
- Private & public transportation operators
- Private for profit transportation providers

SAFETEA-LU

Job Access & Reverse Commute (JARC)

FTA Section 5316

Eligible Activities

- ✓ Capital
 - ✓ Operating
 - ✓ Mobility
- Management



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Job Access & Reverse Commute (JARC)

- **Late-night and weekend service**
- **Guaranteed ride home service**
- **Shuttle service**
- **Expanding fixed-route public transit routes**
- **Demand-responsive van service**



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Job Access & Reverse Commute (JARC)

- **Ridesharing and carpooling activities**
- **Transit related aspects of bicycling**
(adding bicycle racks to buses, bicycle storage at transit stations)
- **Local car loan programs** that assist individuals in purchasing and maintaining vehicles for shared rides



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Job Access & Reverse Commute (JARC)

- Supporting the **administrative** expenses related to **voucher programs** that increase service
- **Deploying vehicle position** monitoring systems
- Applying **Geographic Information System (GIS)** tools



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Job Access & Reverse Commute (JARC)

Implementing Intelligent Transportation Systems (ITS),

- trip information
- trip planning
- reservations
- scheduling
- dispatch



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Job Access & Reverse Commute (JARC)

Marketing for:

- use of transit by workers with non-traditional work schedules
- development of employer-provided transportation such as shuttles, ridesharing, carpooling
- use of transit pass programs and benefits
- use of transit voucher programs by appropriate agencies for welfare recipients and other low-income individuals

SAFETEA-LU

New Freedom Program (FTA Section 5317)





SAFETEA-LU

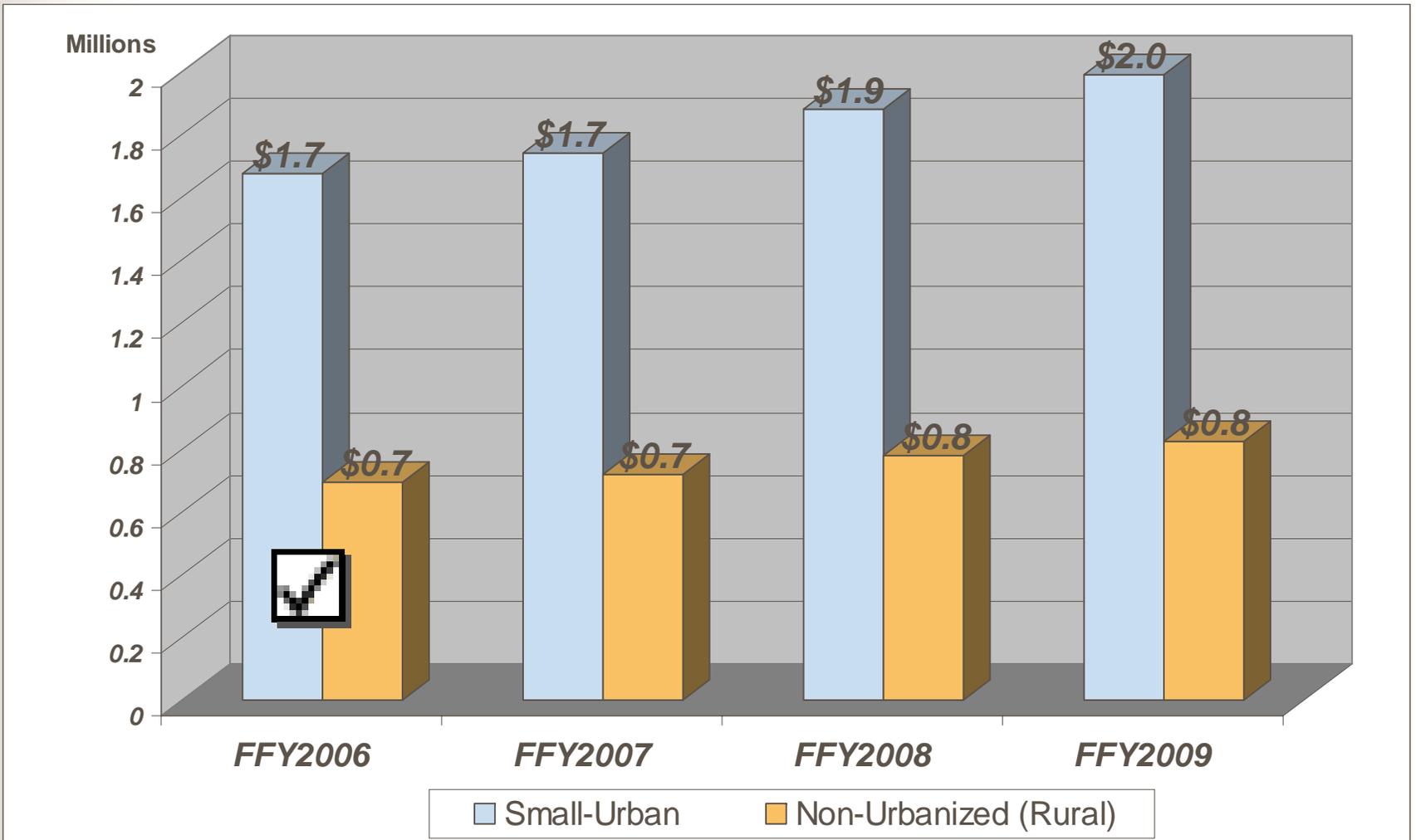
FTA Section 5317 New Freedom

- New formula program to the states
- Enhances transportation for people with disabilities
- New public transportation beyond the ADA
- New alternatives to public transportation beyond the ADA

SAFETEA-LU:



FTA Section 5317 Funding Levels for California



SAFETEA-LU

FTA Section 5317 New Freedom



- Caltrans DMT formula funds for areas $< 200,000$
- Formula program to the states
- Direct apportionment to UZA $> 200,000$
- Operating at 50-50
- Capital at 80-20
- Local match can now come from non-DOT Federal sources

FTA Section 5317 New Freedom

Eligible Applicants

- Tribal governments
- Local government agencies
- Social service agencies
- Non-profit organizations
- Private not for profit – 501(c)3
- Private & public transportation operators
- Private for profit transportation providers

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FTA Section 5317 New Freedom



What is NEW?

Was not operational prior to August 10, 2005

OR

*Did not have a funding commitment (programmed)
prior to August 10, 2005*

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FTA Section 5317 New Freedom



Eligible Activities

- Flex route for access to commuter bus or commuter rail
- Additional fixed routes
- Travel training
- Environmental modifications
 - ✓ Beyond what is required in ADA
 - ✓ Enhancements including signage, curb cuts, and technologies to enhance customer access

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FTA Section 5317 New Freedom

- Paratransit Enhancements
 - ✓ Expanded hours for paratransit
 - ✓ Paratransit beyond $\frac{3}{4}$ mile
 - ✓ Same day service
 - ✓ Door through door
 - ✓ Accommodation for mobility aids that exceed ADA standards



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FTA Section 5317 New Freedom

- Accessible taxi
- Volunteer programs
- Administration of vouchers
- Travel training
- Mobility Management

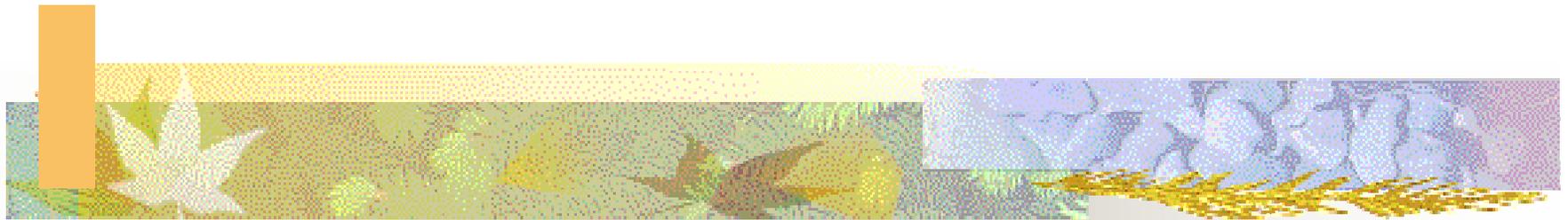


JARC/New Freedom

Next Steps?

- Implementation plan
- Project steering group
- Rural master contract

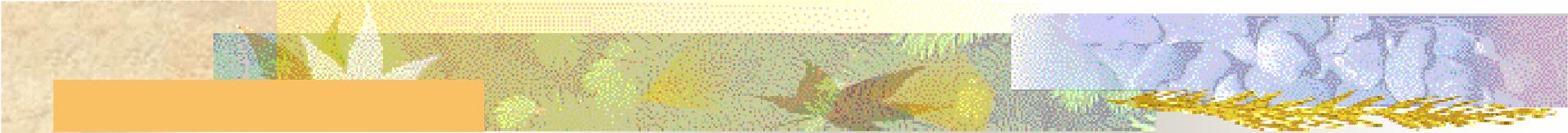
JARC/New Freedom CONTACT INFORMATION



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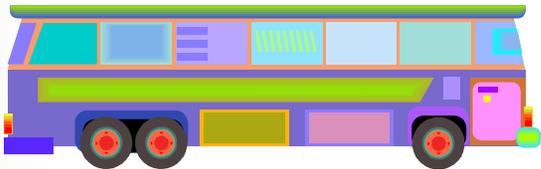


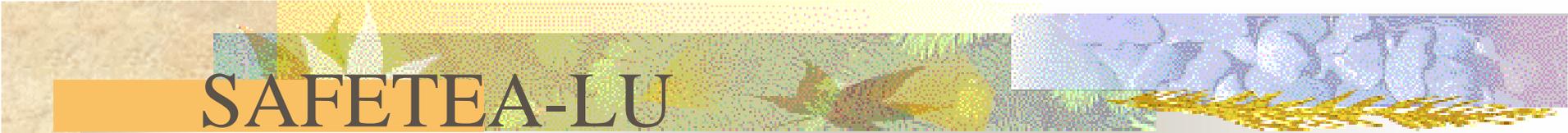
QUESTIONS?

SAFETEA-LU

Cross Cutting Issues:
5310-JARC-New Freedom

MOBILITY MANAGEMENT





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Cross Cutting Issues

Mobility Management

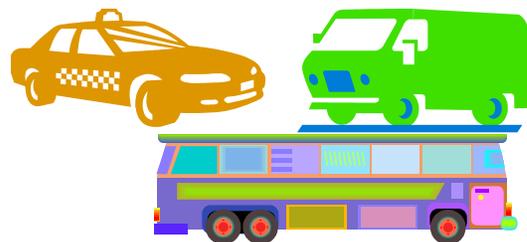
- Short-range planning and management activities for improved coordination
- May not be applied toward operating public transportation services

SAFETEA-LU

Cross Cutting Issues

Mobility Management

- Support for **short term management** activities
- The support of **State and local coordination** policy bodies and councils
- The operation of **transportation brokerages**

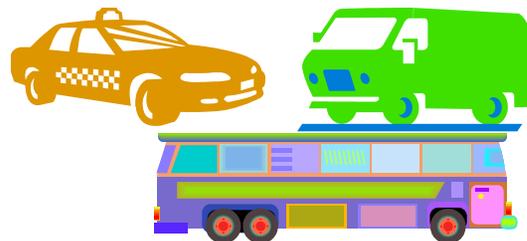


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Cross Cutting Issues

Mobility Management

- **Travel training, trip planning, and travel navigators** activities for customers;
- The development and operation of **one-stop transportation traveler call centers**
- **Operational planning** for the acquisition of **intelligent transportation technologies**



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Cross Cutting Issues

5310-JARC-New Freedom

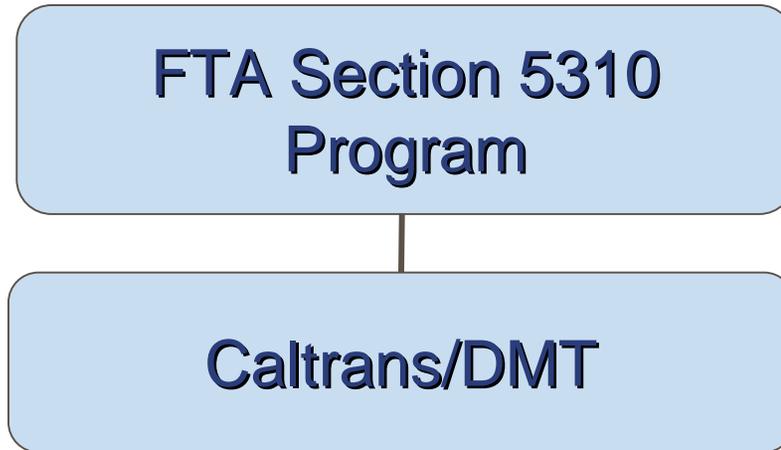
Designated Recipient

(Who Receives the Grants from FTA)



SAFETEA-LU

Cross Cutting Issues Designated Recipient

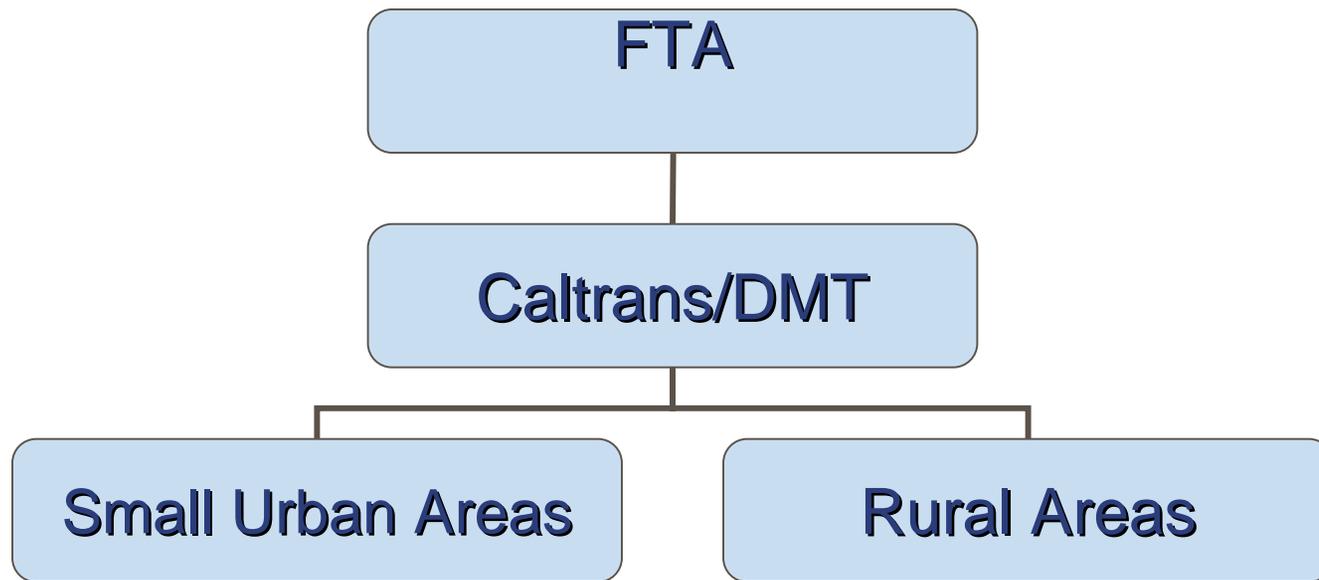


Caltrans/DMT receives FTA Section 5310 funds and administers those funds statewide from Headquarters (Sacramento)

SAFETEA-LU

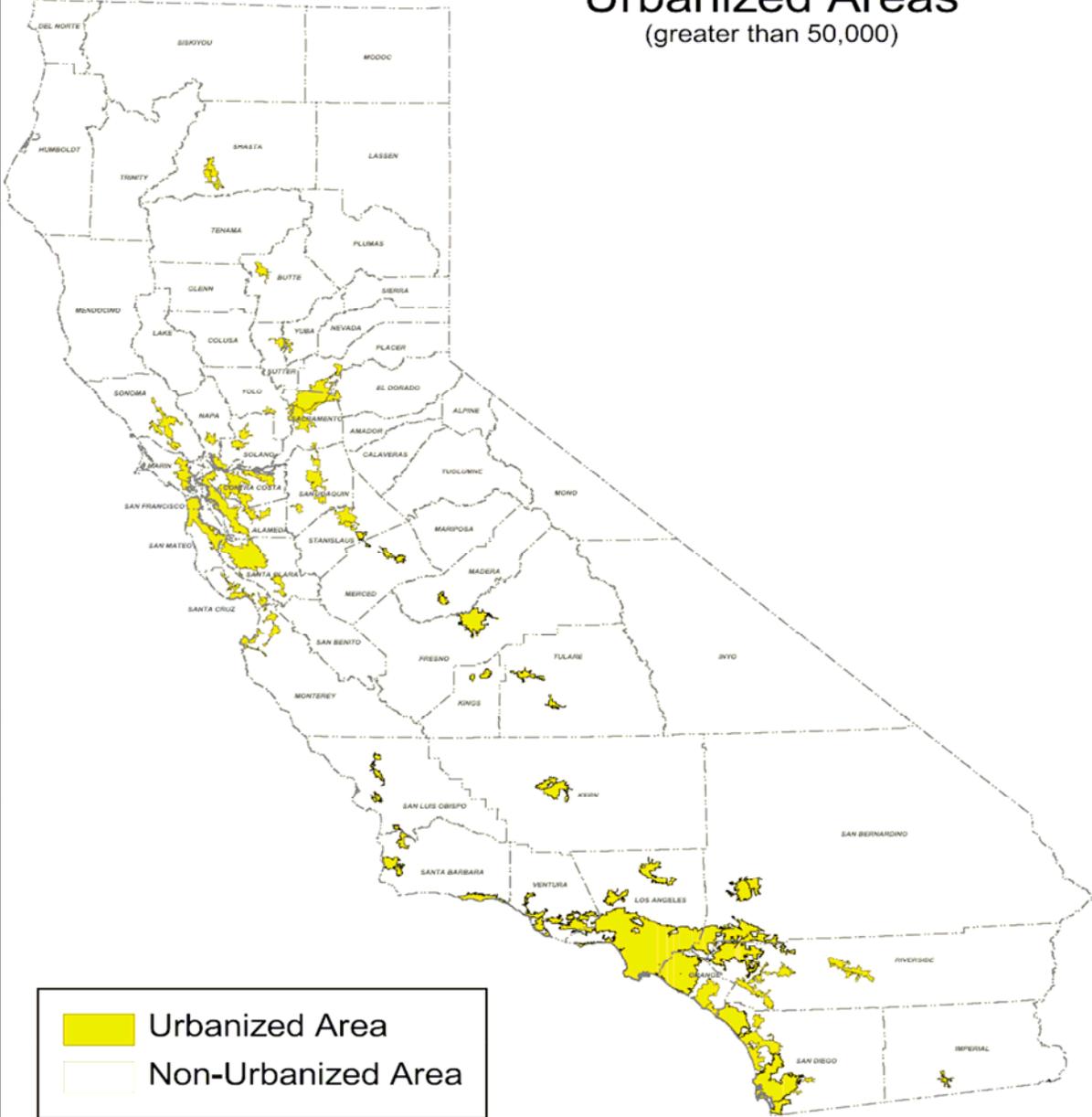
Cross Cutting Issues

Designated Recipients



Caltrans/DMT is the designated recipient for Small Urbanized and Rural Areas of the state for JARC/New Freedom.

Urbanized Areas (greater than 50,000)





SAFETEA-LU

Cross Cutting Issues

Designated Recipients

JARC/New Freedom > 200,000

SAFETEA-LU

Cross Cutting Issues

Role of the Designated Recipient

- **Conduct** an area- or state-wide **competitive selection** process;
- Certify a **fair and equitable** distribution
- Certify that each project selected was **derived from a locally developed coordinated public transit-human services transportation plan**





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Cross Cutting Issues

Role of the Designated Recipient

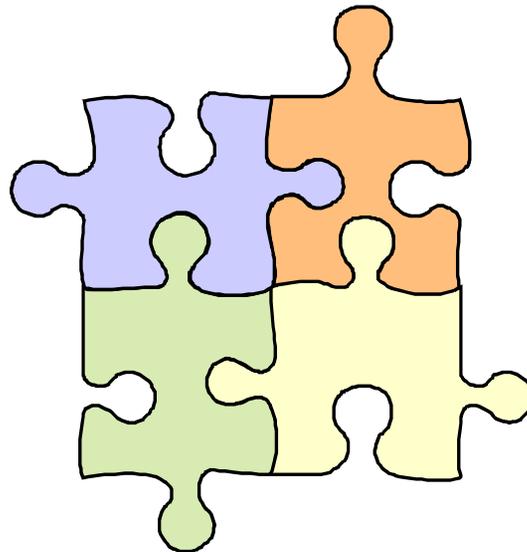
- **Certify broad representation in planning process**
- **Manage all aspects of grant distribution and oversight for subrecipients**
- **Submit reports as required by FTA.**

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Cross Cutting Issues

5310-JARC-New Freedom

**The Coordinated Public Transit-Human
Services Transportation Plan
(Coordinated Plan)**





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Cross Cutting Issues

What is a “Coordinated Plan”?

A unified, comprehensive strategy for transit service delivery developed by public, private and non-profit providers of transportation and human services, with participation by the public, including people with disabilities, older adults, and individuals with lower incomes, in order to minimize duplication of services.



SAFETEA-LU

Cross Cutting Issues

What a Coordinated Plan Is Not...

1. A Transportation Improvement Program (TIP)
2. A Fiscally Constrained Funding Document
3. List of Projects



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Cross Cutting Issues

REQUIRED ELEMENTS OF A COORDINATED PLAN

1. An assessment of **available services**
2. An assessment of **transportation needs**
3. Strategies and/or activities to **address gaps**
4. Identification of coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources.
5. Prioritization of implementation strategies



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Cross Cutting Issues

REQUIRED ELEMENTS OF A COORDINATED PLAN

1. An assessment of **available services**

An inventory of available services that identifies areas of redundant service & gaps in service



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Cross Cutting Issues

REQUIRED ELEMENTS OF A COORDINATED PLAN

2. An assessment of **transportation needs**

Includes an assessment of transport needs for individuals with disabilities, older adults, & persons with limited incomes



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Cross Cutting Issues

REQUIRED ELEMENTS OF A COORDINATED PLAN

3. Strategies and/or activities to **address gaps**



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Cross Cutting Issues

REQUIRED ELEMENTS OF A COORDINATED PLAN

4. Identification of coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources.
5. Prioritization of implementation strategies

SAFETEA-LU



Cross Cutting Issues

COORDINATED PLANNING PROCESS

- The coordinated plan can be developed as part of the metropolitan & statewide transportation planning processes & then incorporated into the broader plans, or in a separate document.
- In either case, the State/MPO is responsible for determining what projects are competitively selected for inclusion into the TIPs & the STIPs.



SAFETEA-LU

Cross Cutting Issues

PARTICIPATION IN THE COORDINATED PLANNING PROCESS

- SAFETEA-LU requires recipients to certify that the coordinated plan was developed through a process that included representatives of public, private, and non-profit transportation & human services providers, & participation by members of the public.



SAFETEA-LU

Cross Cutting Issues

**TOOLS & STRATEGIES FOR
DEVELOPING A COORDINATED PLAN**

1. COMMUNITY PLANNING SESSION
2. SELF-ASSESSMENT TOOL
(Framework for Action)
3. FOCUS GROUPS
4. SURVEY
5. DETAILED STUDY AND ANALYSIS



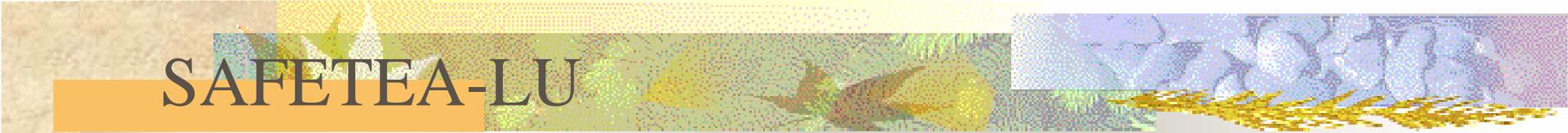
SAFETEA-LU

Cross Cutting Issues

**POSSIBLE STRATEGIES TO FACILITATE
APPROPRIATE INCLUSION**

1. ADEQUATE OUTREACH &
COMMUNICATION TO ALLOW FOR
PARTICIPATION

2. INCLUDE A DIVERSE LIST OF
PARTICIPANTS IN THE PLANNING
PROCESS



SAFETEA-LU

Cross Cutting Issues

**POSSIBLE STRATEGIES TO FACILITATE
APPROPRIATE INCLUSION**

3. GOOD FAITH EFFORT AT
DEVELOPING INTERACTIVE LEVELS
OF PARTICIPATION
4. IDENTIFY THE PROCESS FOR PLAN
ADOPTION

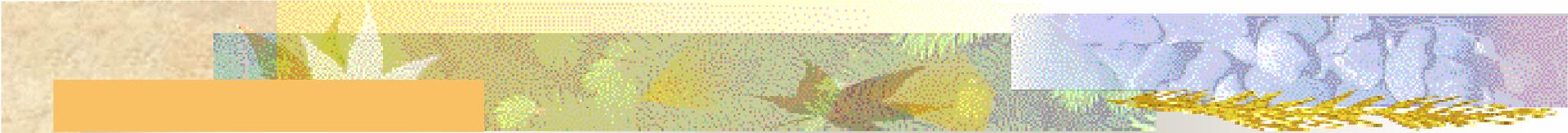


SAFETEA-LU

Cross Cutting Issues

Potential Partners

- Transportation providers
- Consumers/advocates
- Human services agencies/providers
- Other government agencies



QUESTIONS?

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Cross Cutting Issues

**Coordinated Public Transit-Human
Services Transportation Plan**

**The Metropolitan and State
Transportation Planning Processes**



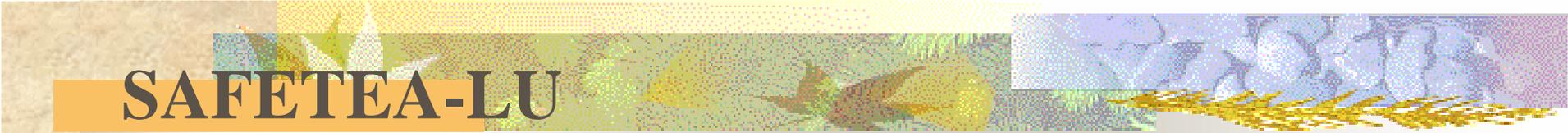


SAFETEA-LU

Cross Cutting Issues

COMPATIBLE PLANNING PROCESSES

- The coordinated plan can either be developed separately from the metropolitan & statewide transportation planning processes & then incorporated into the broader plans, or be developed as part of the metropolitan & statewide planning processes. In either case, the State or MPO is responsible for determining what projects are competitively selected for inclusion into the TIPs & the STIPs.

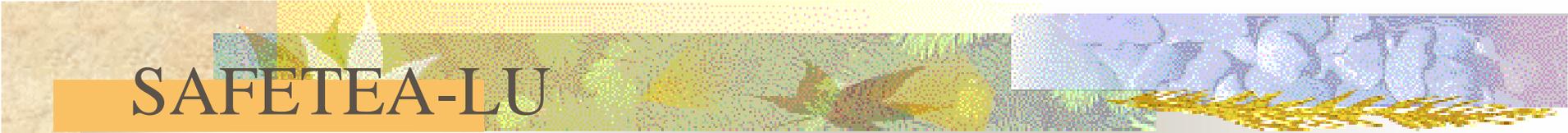


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Cross Cutting Issues

RELATIONSHIP TO OTHER TRANSPORTATION PLANNING PROCESSES

1. THE COORDINATED PLAN CAN BE PART OF OR SEPARATE FROM THE METROPOLITAN & STATEWIDE PROCESS, BUT SHOULD SHOW CONSISTENCY
2. PUBLIC PARTICIPATION REQUIREMENTS ARE SHARED



SAFETEA-LU

Cross Cutting Issues

RELATIONSHIP TO OTHER TRANSPORTATION PLANNING PROCESSES

3. CYCLE & DURATION SHOULD BE CONDUCTIVE & COORDINATED WITH OTHER PLANS
4. SECTION 5307 & 5311 RECIPIENTS ARE EXPECTED TO SEEK PARTICIPATION

SAFETEA-LU

Cross Cutting Issues

5310-JARC-New Freedom

The Competitive Selection Process



SAFETEA-LU

Cross Cutting Issues

Competitive Selection Process

Conducted by the Designated Recipient

- ✓ Public Notification
- ✓ Evaluation Criteria and Project Selection
- ✓ Projects Selected are Derived from Locally Developed Coordinated Plan
- ✓ Certify a Fair and Equitable Process





SAFETEA-LU

Cross Cutting Issues

Competitive Selection Process

Strategies to Enhance Competition

Assure greater inclusion at the onset of the coordinated planning process

Provide for transparency and documentation in both the coordinated planning process and the competitive selection process

Publish an announcement that lays out program requirements and the process for receiving funds,

Rank projects using a variety of approaches

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Cross Cutting Issues

Competitive Selection Process

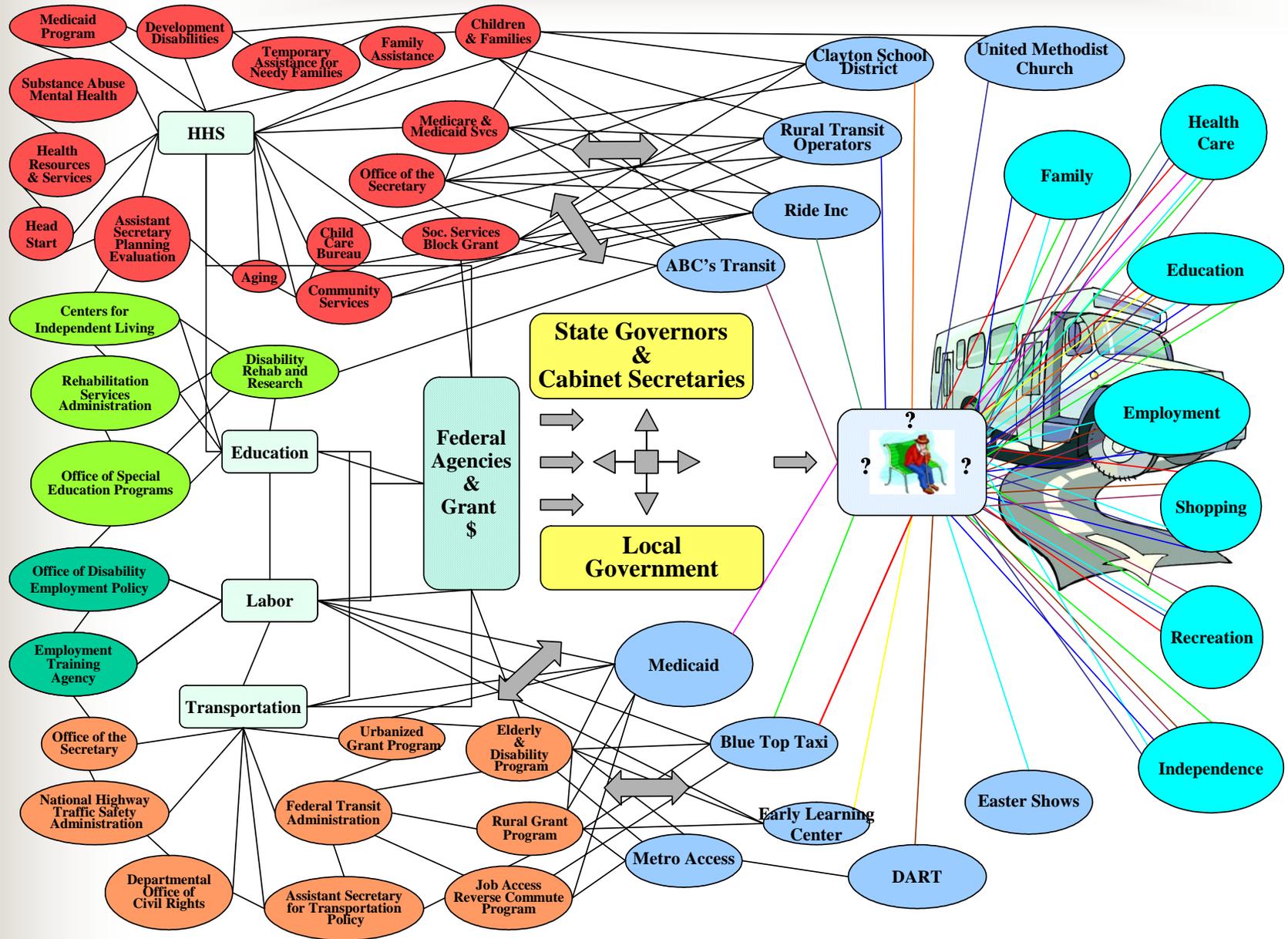
Examples of Criteria for Selection

- ✓ Address gaps in current service provisions for targeted communities as defined in the local coordinated plan;
- ✓ Make use of available resources and leverage resources to the extent possible;
- ✓ Coordinate with other Federal programs (e.g., coordinated services, financial partnership);
- ✓ Can be achieved with the given technical capacity of the project sponsor; and
- ✓ Show evidence of broad solicitation for input (coordinated planning process).



WHAT IS TRANSPORTATION COORDINATION?

Confusing Array of Programs & Funding





TRANSPORTATION COORDINATION

- Cooperative arrangement between transport providers, agencies, and/or people needing a ride for medical, nutrition, work, education, recreation, and/or business purposes
- Continuum of efforts to share authority, responsibility, services, power, management, funding, and costs working to the same end with harmonious adjustments or functioning



TRANSPORTATION COORDINATION

- Knowing your transport system's strong and weak points and then collaborating with stakeholders to seek improvements
- A mobility broker where a variety of travel options are available to meet individual needs
- A focus on an entire community and maybe even multiple communities



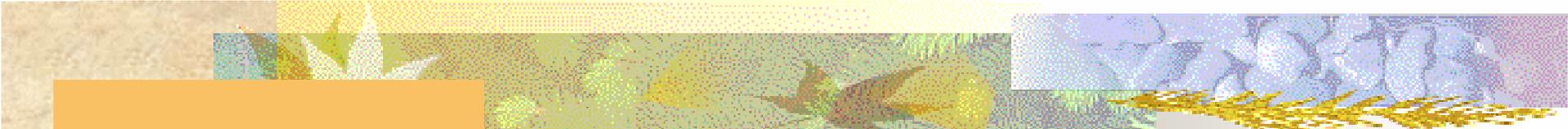
TRANSPORTATION COORDINATION

- A potential for increasing transport system effectiveness and efficiency
- A mutually beneficial and well defined relationship entered into by two or more organizations to achieve results they are more likely to achieve together than alone



SOME BENEFITS OF COORDINATION

- Access to a greater level of funding and to more funding sources
- Access to a broader range of providers
- Lower trip costs
- Service where there was none before
- An availability to persons not served before
- More frequent trips



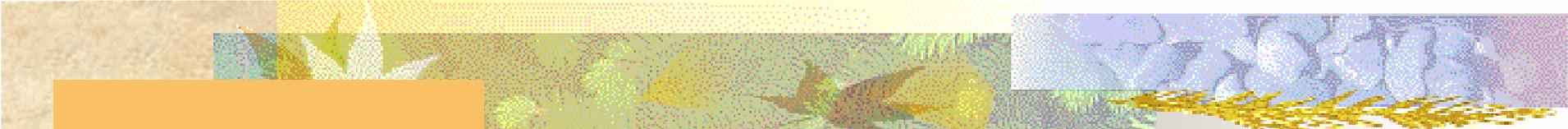
SOME BENEFITS OF COORDINATION

- An availability to a broader range of trip purposes
- Greater customer satisfaction
- Less duplication of trips
- More riders per vehicle
- One stop travel shopping
- Higher quality of travel



SOME BENEFITS OF COORDINATION

- Increase economic development
- Enhance human services' ability to concentrate on other quality of life services
- Broader community support



CASE STUDIES OF COORDINATION

- PUBLIC TRANSIT WITH MEDICAID
- NON-EMERGENCY MEDICAL TRANSPORT (NEMT) BROKERAGE
- SCHOOL PROGRAMS
- NON-TRANSIT AGENCY TRANSPORT
- SHIFT PARATRANSIT RIDERS TO FIXED-ROUTE
- COST SHARING BILLING & REPORTING SOFTWARE
- TRAVELER INFORMATION CALL CENTERS



PUBLIC TRANSIT WITH MEDICAID

- Florida's Miami-Dade Transit (MDT) instituted a "bus pass". This program saved Medicaid \$9,285,000 per year and gained \$1,900,000 per year in the sale of bus passes.
- Portland Oregon, Tri-Met became the single point of access for Medicaid's NEMT in the 3 county area. The state estimated a savings of \$2,670,000 per year.



NON-EMERGENCY MEDICAL TRANSPORT (NEMT) BROKERAGE

- ACCESS- Allegheny County PA, a private non-profit providing shared rides for primarily seniors & persons with disabilities. Uncoordinated services would have cost about \$26 million more per year. Providers are chosen on a competitive basis.
- Kentucky's umbrella services program operates under a network of brokers who are responsible for the delivery of services to Medicaid non-emergency clients throughout the state. The brokers recruit subcontractors, provide payment administration, gate-keeping, reserve & assign trips, assure quality & provide oversight. The savings are estimated to be about \$22,467,379 per year.



SCHOOL PROGRAMS

- Yakima & Mason County in Washington State coordinate school district & public transit resources to save money in driver wages, operating expenses, vehicle & fuel purchases. The dollars saved range from \$15,000 to \$120,000 per year.
- Fort Dodge Iowa's Transit System (DART), operates a small urban system, combining the regional transit service with the school bus service in the 6 counties. The savings come in being able to spread staff costs over multiple contacts which reduces staff needs by about $\frac{3}{4}$ of a full time staff person, which saves approximately \$20,000 per year.



NON-TRANSIT AGENCY TRANSPORT

- The Specialized Transit for Arlington Residents (STAR) program in Virginia, a private non-profit uses taxi services to provide a less costly demand-responsive service alternative to the ADA paratransit service in the DC area. STAR operates as a brokerage and provides annual cost savings of at least \$450,000 for its 60,000 annual trips.



NON-TRANSIT AGENCY TRANSPORT

- Tri-Met in Portland Oregon, contracts with Ride Connection, Inc. a private non-profit to provide ADA demand responsive transport with volunteers as a supplement to Tri-Met's own ADA program. It would cost Tri-Met about \$2,885,000 to take over the Ride Connection operation or about \$2 million more than the amount paid to Ride Connection for its services.



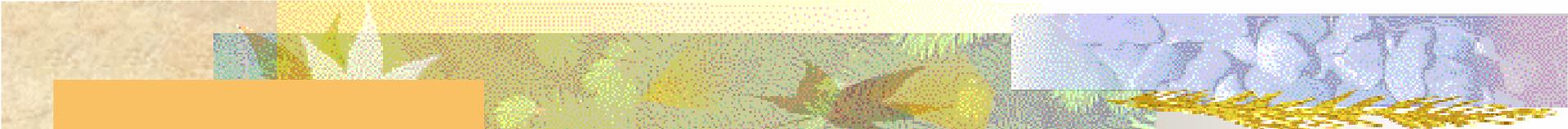
SHIFT PARATRANSIT RIDERS TO FIXED-ROUTE

- The Charlottesville Transit System (CTS) in Virginia, provides free rides on the fixed – route for all paratransit eligible persons. The annual cost of trips on the free ride program would approach \$ one million if they had been made with the paratransit service.



SHIFT PARATRANSIT RIDERS TO FIXED-ROUTE

- Paratransit Inc. (PI) of Sacramento, a private non-profit provides paratransit to a variety of agencies in its area. Through mobility training, people with disabilities and seniors are taught to ride throughout the community. This shift to allowing more independence for these riders is saving an estimated \$1,050,000 per year.



COST SHARING BILLING & REPORTING SOFTWARE

- This software allows human services agencies and transport providers to calculate shared costs and automated billing with reporting functions. Billing software is a subset of Transportation Operations Software. It incorporates client information, call taking, scheduling, vehicle routing, and agency/client billing. It also allows operators to track passengers, scheduled trips and vehicles, produce agency & client invoices and to collect, manage and report assorted data. Both Oregon and Washington DOTs are involved in a pilot seeking to gain cost recovery and determine trip billing information.



TRAVELER INFORMATION CALL CENTERS

- In the Pacific Northwest, the DOTs of Washington & Oregon are working together to help clients, especially Medicaid brokerages, with their travel schedules. These call centers allow clients to use traveler information software to help plan needed trips. Eventually, these fully integrated traveler information systems will allow riders to see and make reservations using a broad range of transport alternatives. This system uses schedules & routes from public transit agencies, accessible paratransit, Medicaid providers, elderly service providers, taxi & private shuttles. Although the system is still working on its requirements it will allow a seamless trip that was not possible a few years ago.

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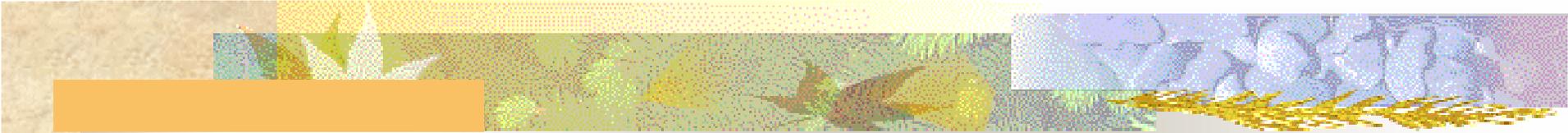
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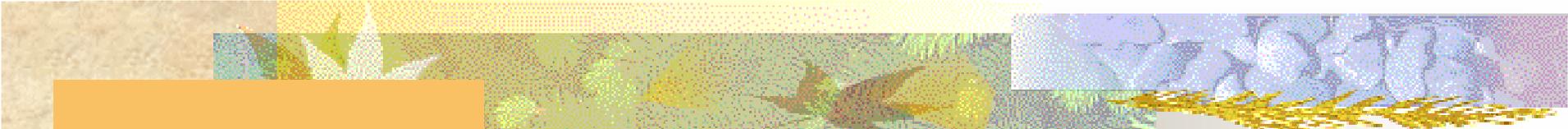
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QUESTIONS?



THANK YOU!