CalACT has been under contract to Caltrans to implement RTAP programs in California since 1990. During the past sixteen years, CalACT has been instrumental in conducting RTAP training programs. In an effort to assist Caltrans in determining the overall effectiveness of the RTAP program along with Transit Agency’s satisfaction with RTAP trainings, and how RTAP can be improved, Caltrans conducted an internal survey among rural transportation agencies over a one month period between mid-January and mid-February, 2006. Survey results revealed the level of overall satisfaction with the RTAP program is very high.

Five hundred twenty (520) transit agencies were invited to participate in the survey with 128 or 26 percent, consisting of transit managers, transit staff and other transit related occupations completing the survey. The survey contained 14 questions specific to the RTAP program and transit agency demographics. Overall, the 2006 RTAP survey indicated that CalACT has been very effective and successful in administering the program. Ninety-nine (99) percent of survey respondents were either “Very satisfied” or “Satisfied” with the RTAP program. Eighty-three percent of survey respondents indicated the RTAP conferences provided content beneficial to their organization’s needs. None of the agencies reported that the conferences were not beneficial.

The report concludes with participant suggestions for future RTAP workshops and additional comments regarding the RTAP program, including, but not limited to, “This program has been very beneficial in allowing myself and staff to attend a variety of workshops that have helped us in our jobs.”, “RTAP has been a great resource for our friends in rural communities and is still very relevant”, “RTAP is good”.

If you would like to review the RTAP Survey in its entirety, please feel free to contact us at 800-422-5228 or visit the Caltrans website at www.caltrans.ca.gov.
Board of Directors

Bay Area Representatives
Cindy Dahlgren (925) 676-1976, x 205
cdahlgren@cccta.org
Barbara Duffy (925) 455-7555
bduffy@lavta.org

South Central Representative
Larry Shankland (209) 385-7601
lshankland@co.merced.ca.us

North Central Representative
Linda Deavens, Chair (916) 429-2009, x302
lindad@paratransit.org

Far North Representative
Pam Couch (530) 233-6422
Pamcouch@frontier.net

South Representatives
Arun Prem (213) 270-6082
prem@asila.org
George Sparks (909) 596-7664
glspvta@aol.com
Jerry Davis (909) 878-5207
jdavis@marta.cc
Chip Hazen (213) 922-2403
hazenc@mta.net

Associate Representative
Phil McGuire, Treasurer (707) 558-9042
consultpbma@aol.com

At Large Representatives
Charlie Anderson (510) 724-3331
charlie@westcat.org
Mark Wall (559) 734-2646
mark@markwall.com
Dan Palumbo (949) 498-0400
dpalumbo@southcountyseniors.org
Larry Pardi (707) 822-3775
lpardi@arcatacityhall.org
Patrick Ireland (209) 223-2877
arts@amadortransit.com
Joe Rye (805) 925-0951
jrye@ci.santa-maria.ca.us

Staff
Jacklyn Montgomery (800) 422-5228
jacklyn@calact.org
Meg Desmond (800) 422-5228
meg@calact.org

Committee Chairs
Legislative Rick Ramacier
Conference George Sparks
RTAP Patrick Ireland
Finance Phil McGuire
Membership Dennis Guinaw
Professional Development George Sparks
Symposium Phil McGuire

CalAction is published by the California Association for Coordinated Transportation, Inc.
1722 J Street, Suite 20
Sacramento, CA 95814-3033
1.800.4CalACT (422.5228)
916.446.8018
Fax: 916.446.8021
e-mail: info@calact.org
www.calact.org

Editor: Cindy Dahlgren
Contributors:
Meg Desmond
Pete Spaulding
Halsey King
Priscilla Vargas
Dan Palumbo
Justin Fanslau
Patrick Ireland
Jacklyn Montgomery
Intermotive
Dennis Guinaw
Patrisha Piras

Printing: Zuprinco Printing
Send contributions in Word format to:
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Sacramento, CA 95814-3033
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Mailing List Policy:
In order to protect members’ privacy, CalACT’s membership list is available to members only. A hard copy (paper) list will be supplied to members at no charge. Printed mailing labels will be supplied for a fee of $30. The master mailing list will not be made available. Exceptions to this policy will be considered on a case-by-case basis by the Board of Directors.
Sadly, our CalACT family bid a fond farewell to Pete Spaulding at the 2006 Spring Conference. Aided by copious amounts of wonderful Napa Valley wine, his many friends had a final opportunity to share their affection and good wishes with Pete. By now, most everyone knows he moved on to “greener” pastures working in the Energy Research and Development Division at the California Energy Commission. Pete touched many lives and made a real difference to our industry not just in California, but across our country. He was the face of CalACT.

After recovering from the shock of Pete’s decision, the Executive Board turned to CalACT founding member Dennis Guinaw to take the reins while we searched the nation for a new leader. With his passion for CalACT and all that it stands for, Dennis was the perfect interim leader. This was my first opportunity to work closely with Dennis even though I’ve know him for all these years. I have to say my respect for him grew exponentially through these trying months. Dennis’ wry sense of humor was the most fun for me. For staff, it was probably his calm, thoughtful management style. So I say Dennis should have an honorary lifetime CalACT membership for being the trooper he is.

Dennis came through for us in the recruitment of a wonderful new executive director. Her name is Jacklyn Montgomery. You can call her Jackie, even though in her professional life she goes by Jacklyn. I liked Jackie right away and believe you will, too. She hit the ground running before her first day on the job (my kind of person!). Jackie worked for the County of Pierce in the state of Washington with people from about 15 nearby counties in the states of Washington and Oregon interested in public transit-human service coordination. Her colleagues on the Washington State Agency Council on Coordinated Transportation and elsewhere miss Jackie dearly, and say not a single person in their group can light a candle to her passion, vision, drive, and commitment.

I often say to my co-workers at Paratransit, “Change is good.” Sometimes it’s not easy to believe—especially when you have to say goodbye to a loyal, dedicated, downright good guy like Pete. While CalACT will never be the same without him, I think with Jackie we can embrace change and feel comfortable she will lead us with a big-picture approach to the next level. Welcome aboard Jackie. Tilt at some windmills dear Pete. Go fishing Dennis (or whatever it is people who retire get to do)!

Chair’s Corner
by Linda Deavens

CalACT Board Meetings

June 28, 2006
Delta King Hotel
September 26, 2006
Burbank Hilton
November 30-Dec. 1, 2006
Sacramento
expresses its appreciation to the Sponsors and Suppliers who generously supported the 2006 Spring Conference.

TUESDAY NIGHT BASKETBALL
    RouteMatch Software

WEDNESDAY & THURSDAY CONTINENTAL BREAKFASTS
    First Transit
    Halsey King & Associates
    Ricon Corporation
    TransTrack Systems

AFTERNOON BREAKS
    Complete Coach Works
    Trapeze Software

WEDNESDAY LUNCHEON
    NonProfits’ United

WEDNESDAY NIGHT DINNER AT COPIA
    Connex/ATC (soon to be known as “Veolia”)

THURSDAY LUNCHEON
    MV Transportation

FRIDAY MORNING BREAKFAST BUFFET
    Laidlaw Transit Services

FRIDAY ATTENDANCE AWARD
    Q'Straint

DISPLAYS & VEHICLES

Accelerated Sales
Altro Transflor
American Seating
AZ Bus
Braun Corporation
Bus Stuf
Bus West
Caltrans Div. of Mass Transp.
Caltrans Div. of Transp. Planning
C.E. White
Carrier Transport Air Conditioning
Columbia
Creative Bus Sales, Inc.
El Dorado Bus Sales
Freedman Seating Co.
InterMotive Products
Maxon Mobility Corporation
Mentor Engineering, Inc.
MOR/ryde International, Inc.
Nations Bus Corp
Orion
Q'Straint
Romeo Rim, Inc
Ricon Corporation
RouteMatch Software
Rural Transit Consulting
Shah Software, Inc.
Specialty Vehicles
Sure-Lok, Inc.
Trans/Air Manufacturing
Transit Marketing Group
TransTrack Systems, LLC
Trapeze Soft
Autumn Conference

Roads to Coordination, Customer Service and Operations that lead to Burbank

The First road at the Conference will lead travelers to practical workshops on Coordination, SAFETEALU Regulations and the American with Disabilities Act (ADA). An alternate road will provide tools to travelers to assist them with time management and customer service. The last road requires travelers to explore the fuel crisis, hybrid vehicles and disaster preparedness plans.

One of the rest stops during our travels is a visit to BB Kings Night Club for a relaxing evening enjoying southern cuisine and rockin blues. Join your friends and travel the road to Burbank for entertainment and fun. Register on-line July 1, 2006 at calact.org.

It’s that time of year to start planning your vacation, soak up the sun and register for the CalACT Autumn Conference before you send the kids back to school. The Conference will be September 27-29, 2006 at the Hilton Hotel and Convention Center in Burbank, CA.

The CalACT conference has three separate roads that will lead travelers to learning and networking in Burbank.

Beat The Rush: Register Early and Save Money

Autumn Conference Registration begins on July 5, 2006. Discount prices are offered for registering prior to August 4, 2006. Bring your staff and receive even lower rates. You can register on our website at www.calact.org or call 1-800-422-5228. Reserve your room at the Burbank Hilton for a conference rate of $110.00 per night by calling 1-818-843-6000.
The second Vehicle Inspection, Maintenance and Repair workshop was held on June 19th and 20th at the Burbank Hilton Convention Center. Over 90 people attended the training workshop in Burbank. The first workshop was held in Sacramento on February 15-16, 2006 and had over 120 participants attend the training. The training covered cooling technologies, vehicle controls, tire maintenance, air and environmental regulations and vehicle inspection requirements.

CalACT would like to thank the Speakers, Organizers & Vendors for their contributions to the Vehicle Inspection, Maintenance & Repair Workshop.

Ricon Corporation
MorRyde
Freedman Seating Company
CARB
Caltrans
American Cooling Technologies
Intermotive Vehicle Controls
General Motors
Eldorado National
The Braun Corporation
California Highway Patrol
TRIB
Intellatech
Access Services
Halsey King
Penntex Industries

A special thanks goes to Ricon Corporation for the Ricon operations tour and dinner for everyone at the conference. The food was great and everyone learned some new information about lifts and windows.

Halsey King teaching the class about Cooling System Requirements.
Choosing the right test equipment for testing electrical circuits on today’s vehicles has become a much more complex decision than it was twenty, or even ten years ago. Too often technicians make the decision of which tool to use based on whatever tool they are most comfortable using, or even the tool that was easiest to get to in their toolbox. When we are talking about testing basic electrical circuits (wiring and connections) on modern vehicles, the decision of which tool to use should be based upon the characteristics of the circuit being tested. Three important criteria to be considered are:

1. **What is the operating voltage of the circuit supposed to be?**

2. **What amount of current does the circuit usually carry when the circuit is working correctly?**

3. **Is the load device in the circuit sensitive to, or does it require, a specific (regulated) voltage to operate correctly?**

Three common pieces of test equipment for testing wiring and connections in a circuit are the conventional test light (circuit tester), the logic probe (sometimes referred to as an “electronic” test light), and the digital multimeter. Other test equipment might come into play when testing electronic systems, circuits, and components.

Using any one of these three common tools has its pros and cons. Take a quick look at how they compare when testing for power and grounds. We will assume that you are checking to see if a particular component has the power it needs and is properly grounded. Checking for power and ground is really a test of the integrity of the wiring in the circuit. As such, we will want to know if the wiring has “good continuity”. A continuity check in and of itself would be a check to see if there is some connection to the power source or ground. “Good continuity” implies that the wiring and connections have low enough resistance to allow the component the current flow that it requires to operate correctly, as well as the proper supply voltage. That bit about “low enough resistance” is the tricky part.

- **Using a conventional test light** – This tool is nice in that it draws some current through the circuit (typically about .25 Amps), so that you are testing the circuit under load, while lighting up and indicating power. Keep in mind that this tool was originally designed for quick testing of basic 12-volt, medium current circuits. Unlike a conventional test light, it is safe to use on just about any circuit on a vehicle, and it is one of the quickest and easiest tools to use for making simple power and ground continuity checks. Since it draws very little current, however, it may fall short of providing you with that indication of “good continuity”.

- **Using a logic probe** – This tool is usually set up to illuminate a red light with anything over 4.5 volts, and a green light for continuity to ground. There are some available that let you switch to have the red light turn on above 11.5 volts. This tool was originally designed to test low current electronic circuits. Unlike a conventional test light, it is safe to use on just about any circuit on a vehicle, and it is one of the quickest and easiest tools to use for making simple power and ground continuity checks. Since it draws very little current, however, it may fall short of providing you with that indication of “good continuity”.

- **Using a digital multimeter** – This is considered the best tool for checking circuits. It can provide you with every reading that you may need in order to assess the integrity of a circuit’s wiring and connections. The best use of this tool involves taking available voltage and voltage drop readings with the typical current that the circuit uses flowing through the wiring and connections. That is actually saying quite a bit with regards to setting up a circuit to test and interpreting the readings correctly. Not that using a test light or logic probe does not require any training or experience, but a digital multimeter lends itself to misinterpreting test results, and it takes quite a bit of training and experience to use it effectively.
Has Patrick added Big Rigs to his fleet?

Patrick Ireland, CalACT Board Member and General Manager of Amador Regional Transit driving a Cargo Container Crane at the Port of Oakland

Transferring containers from Cargo ships to the docks.

Technical Training Tip of the Month

Tools for Testing Electrical Circuits

So what is the best choice for circuit testing? There is not a best choice for all situations and circuits. For quick testing of circuits, a logic probe is probably your best choice. For diagnostics of a circuit that you suspect has a problem you are better off using a digital multimeter. When in doubt, do not use a test light.

A technician should have all three of the above tools at their disposal, plus the knowledge and experience of how to properly use each one, and when. Until that knowledge and experience is obtained, a technician’s effectiveness in determining circuit integrity will be limited.

InterMotive, Inc. offers technical training courses for fleets, installers and automotive dealers.

For more information please visit our website at www.intermotive.net email training@intermotive.net or contact (800) 969-6080.
Transit Bonds

SCA 7 was signed by the Governor on May 9, 2006 and SB 1266 was signed by the Governor on May 16, 2006. These two items will now be placed on the November 7th Ballot for voter approval. They will be identified as Proposition 1A- Constitutional Amendment protecting Proposition 42 and Proposition 1B- $19.925 in Transportation Infrastructure Investment.

We are pleased to report the package includes more than $5 billion for public transit investments!

The total transportation package (which is contained in SB 1266 by Senator Perata) provides $19.925 billion in new funds. That is comprised of the following elements:

- $4.5 billion for the Corridor Mobility Improvement Account (i.e. highways and local access routes)
- $1 billion to Caltrans for State Route 99 improvements
- $3.1 billion to the California Ports Infrastructure, Security, and Air Quality Improvement Account
- $200 million for school bus retrofit and reducing children’s exposure to diesel exhaust
- $2 billion for State Transportation Improvement Program projects
- $4 billion for the Public Transportation Modernization, Improvement, and Service Enhancement Account (with $400 million to intercity rail, and the remaining $3.6 billion to operators on the STA formula)
- $1 billion for the State-Local Partnership Program Account

State Budget: Spillover in Jeopardy!

Last week we reported to you that the Governor’s revision to the 2006-07 budget included a new way to rip off spillover dollars from the Public Transportation Account (PTA). Many of you used your time in Sacramento to visit with your Legislators and key transportation budget committee chairs and members on this issue.

Here is a brief update on the action taken by Senate Subcommittee #4 and Assembly Subcommittee 5.

Here is what we have been asking for:

- Support for full funding of Proposition 42 in 2006-07
- Oppose elimination of $544 million in “spillover” transit funding in 2006-07

Support Governor’s commitment to long-term protection of Proposition 42 (i.e. now embodied in SCA 7)

Your State Legislative Program

The CalACT legislative committee has been hard at work analyzing a long list of transit related bills. The following bills are of significance to CalACT members:

AB 343 (Assembly Member Huff) Relating to Public Transportation Account Fund. “Protection of Spillover funds”
Status- Senate Transportation and Housing Committee
Position- Support if amended

AB 2873 (Assembly Member Wolk) Doubling TDA Revenues
Status- Assembly Appropriations Committee
Position- Support

SB 1726 (Senator Lowenthal) Illuminated Bus Headsigns
Status- Assembly Rules Committee
Position- Support

AB 2621 (Assembly Member Strickland) Exempts motor vehicle fuel as defined from sales tax
Status- Assembly Revenue and Taxation Committee
Position- Oppose

By: Justin Fanslau
CalACT is a statewide organization comprised of individuals and agencies from diverse facets of transportation (including operators of small and large systems, planning, and government agencies and suppliers) who are dedicated to the coordination and improvement of public and specialized services throughout the State of California. Our mission is to promote professional excellence, stimulate ideas and advocate for effective community transportation.

CalACT’s objectives are to:
- Develop programs to directly address members concerns
- Interact effectively with government -natal agencies, legislative bodies and interest groups
- Increase professionalism of transportation operators
- Enhance coordination and improvement of transportation services

Membership Benefits Include:
- Information Exchange Network
- Toll free calling, 800-4CALACT
- Professional Growth through workshops and conferences
- Reduced Conference registration fees
- Information on CalACT website
- Advocacy on transportation issues

Membership Types
Full:
- Public transportation operator, dues range from $265 to $540 a year
- Non-profit transit operator, dues range from $265-$540 a year
- Local or Regional government agency, dues range from $265-$540 a year
- State or Federal Agency, dues range from $265-$540 a year
- College or University, Association and Human Service Agency, dues are $265 per year

Associate: Contractors, Suppliers, Consultants, dues range from $265-$540 a year

Supporting: Non-voting member from Full or Supporting organization, $85 year

If you are interested in becoming a CalACT member please download an application from our website at calact.org. or call 800-4CalACT. Mail applications to CalACT, 1722 J Street, Suite 20, Sacramento, CA 95811.
Looking back, I cannot remember when someone such as Harvey Brodsky has stirred our audiences so much. Harvey, the Managing Director of the Tire Retread Information Bureau (TRIB), has two passions that jump out at you very quickly; his pet Greyhounds and retread tires.

Over the past two years, I have received numerous requests for Harvey to speak and have repeatedly invited him to important Bus Maintenance Education Meetings throughout the United States. I now understand why he is so popular; it is his surprising message and charisma!

Since tires, along with fuel, parts, labor and facilities constitute the high cost centers of a bus fleet maintenance operation, I invited Harvey to share this interview with me. Indeed, I meet maintenance specialists across the country that is somewhat timid about using retread tires. Why?

TRIB is a non-profit member supported industry association which is dedicated to the recycling of tires through modern retreading, repairing, research and educational programs.

Road Alligators and their root causes have been studied by industry, government and TRIB. They do present a danger to all highway motorists and create an expense within the fleet maintenance departments’ tire budgets. With that said, let’s talk to Harvey. Halsey: Harvey, I continue to meet established fleet managers as well as up and coming fleet managers who are somehow afraid to use retread tires. Why?

Halsey: Their fear probably predates the new materials and process technologies in use today.

Harvey: During World War 2, many types of materials were developed for limited use on military field equipment and road surfaces. Immediately following the war, some folks used these tires in fleets with mixed success. If we fast forward to today’s materials and retreading processes, we find a very different story. Here is why:

Most tire manufacturers design and manufacture bus tires using the same advanced technology that goes into truck tires for line haul service. When fitted to trucks and trailers, line haul tires are generally in the open, operating with plenty of air circulation to help moderate temperatures. Tires built for bus operation require construction and material changes which afford better heat dissipation from the tread area, and this also improves sidewall resistance to scuff and curb damage.

Halsey: How about bottom line costs?

Harvey: Retreading of bus tires can improve the value of these tires in any operation by reducing overall tire costs, often by as much as 50% on larger tires. A properly constructed and well-maintained retreaded bus tire will provide at least as many miles of use as it did when new. The more expensive the original new tire the greater the retread savings.

All bus tire manufacturers design their tires for multiple lives, meaning the tires are designed to be retreaded. Therefore, to discard a worn tire without retreading is to lose much of the tire’s value. This is a wasteful and unnecessary expense.

“…..private commercial truck owner-operators and commercial truck fleets in the United States have discovered that truck tire retreading makes them good environmental citizens and smart business operators.”
Halsey:
Many fleet managers tell me that they can buy new tires for the rear of their buses at a cost which is comparable to retreads.

Harvey:
On smaller size tires that might appear so, but what about reclaim, environmental and other losses? Of course, as I stated, the larger the tire, the greater the dollar saving.

Halsey:
In our work with fleets across America, we find that some of the fundamentals of tire maintenance and management are missing. Any comments?

Harvey:
The importance of tire maintenance cannot be over emphasized. To ensure that tires can be retreaded for at least one more lifecycle, and perhaps even a second, bus operators need to do several things:

- Follow good bus tire maintenance practices.
- Closely watch tire air pressure by checking air pressure regularly using a properly calibrated tire gauge. It is important to break bus drivers of the habit of thumping a tire to determine air pressure. Doing so is as effective as trying to determine if a bus needs oil by thumping its hood.
- Load vehicles properly and do not overload.
- Teach bus drivers to make turns carefully to avoid excessive scrubbing of the tread surface on the pavement. Because of the longer chassis of most buses compared to conventional trucks, tread scrubbing is almost inevitable, but cautious turns will reduce the wear rate.

Vehicle handling can be improved by maintaining correct air pressure in tires. Avoid running tires at low pressures.

When a tire is under-inflated, most of a vehicle’s weight is concentrated on the tread located just under the sidewalls, rather than being spread out evenly across the full width of the tire. As such, when the tire rolls, the sidewall gets continually over flexed and heats up, creating destructive temperatures and faster tread wear. This affects both performance and safety. Problems also result from too much air pressure. Over inflation causes tires to wear excessively at the center of the tread because it will bear the majority of a vehicle’s weight, with little wear on the outer edges of the tire. This causes reduced traction, handling problems, a harsher ride, as well as increased and uneven wear.

Halsey:
Earlier on you mentioned the word “environmental.” What would be the connection between a bus tire and the environment overall?

Harvey:
Retreading makes good economic and environmental sense. Not only is tire retreading an economic positive, it is also very environmentally responsible. Retreading helps reduce the scrap tire problem and saves oil. A new bus tire begins life as a mixture of natural and synthetic rubbers, oils, carbon black, pigments and other additives, each contributing certain properties to a rubber compound.

Therefore, bus tires are basically petrochemical products. It takes approximately 22 gallons of oil to manufacture one new transit bus tire. Since most of that oil is used in the tire casing, which is reused in the retreading process, only approximately 7 gallons of oil is required to retread that same tire. Consequently, each time a tire is retreaded, approximately 15 gallons of oil are saved. Considering that the overall tire market for transit and commercial buses is about 430,000 to 470,000 units annually, retreading conserves millions of gallons of oil every year.

Increasing numbers of highway users, concerned citizens, government agencies and drivers recognize that a retreaded truck or bus tire is a tire that is not part of the solid waste stream.

Halsey:
On wrapping up, how would you summarize our discussion here and are there any final thoughts you can offer?

Harvey:
Well Halsey, retreading the rear tires on your bus is a viable alternative to new tires. The more times a tire casing is retreaded, the lower the overall cost-per-mile of operation and, even though we cannot install retreads on the front steering axles of buses, the overall results are an improved financial picture and a tire that is kept out of the solid waste stream for a longer period of time.
In closing, let me say this. Imagine a world without retreads.

- **GROCERIES WOULD COST MORE.** Virtually all grocery delivery trucks use retreads.
- **OUR DEPENDENCE ON OIL WOULD RISE.** Since tires contain a very high percentage of synthetic rubber, which is petroleum based, we would have to import huge additional amounts of oil.
- **NEW TIRE PRICES WOULD PROBABLY RISE SIGNIFICANTLY.** Retreads act as a brake on new tire prices.
- **AIRLINE TICKETS WOULD COST MORE.** Virtually all commercial airlines use retreads. Surprised?
- **SCRAP TIRE PILES IN LANDFILLS WOULD EXPLODE WITH ABOUT 30 MILLION ADDITIONAL TIRES EVERY YEAR.** Every time a tire is retreaded there is one less tire for our already overloaded landfills.
- **CONSTRUCTION COSTS FOR ROADS, BRIDGES, FACTORIES, HOUSING, ETC.,** would rise dramatically if the large tires used on earthmoving vehicles were not retreaded.

CalACT owes a big thank you to Dennis Guinaw for his commitment to CalACT and for his work as the Interim Director for four months. The new Executive Director, Jacklyn Montgomery has moved in and is working on CalACT activities and goals. Jacklyn moved from Washington where she managed transportation and social service programs.

Greg Miller, from Miller Consulting is the new Accountant managing the CalACT accounts. Darlene Kramer is busy assisting CalACT staff to prepare invoices and pay bills. Greg and Darlene have over twenty years of accounting experience working for transportation and non-profit agencies.

Despite the changes, one person kept CalACT on track and moving forward. Meg Desmond is a valuable employee that stayed strong and worked hard through all the changes with Dennis, while managing the RTAP program. CalACT thanks Meg for her dedication and commitment to CalACT.

**“The Rethinking of Retread Tires”**

Continued from Page 12

Spring is a time for change and CalACT has made many new changes. Pete Spaulding has joined the team at the Department of Energy as an Energy Specialist and Ursell Austin left in March to work as a meeting planner for an Association.

Halsey: Thank you Harvey.

Editor’s Note

Maintenance technicians can talk directly to Harvey or to another TRIB representative at one of our Maintenance Education Programs across the country. For more information about the many economic and environmental benefits of retreaded tires, visit their web site at [www.retread.org](http://www.retread.org) or contact the Tire Retread Information Bureau/TRIB, toll free at 888-473-8732.
Can You Go Home Again?
Is There Life After CalACT?

I knew this changing jobs thing was not going to be easy, and I wish you folks would stop making it so hard! I was really happy to spend a few hours with so many members and friends at the spring conference dinner. Maybe better than anything, it was great to talk and say hello and not have to worry about the program details for the next day! I knew Meg and Dennis had that under control. All I had to do was stay sober enough to drive back to Sacramento! A challenge indeed, but I made it!

I was truly honored to be inducted into CalACT’s newly created Hall of Fame. I’ll always argue that there are many others far more deserving, I can think of many members that have been the movers and shakers over the years. There have been a lot of risks taken and volunteer hours worked by members and Directors to get us where we are. It is a humbling experience to even be given the same consideration as them.

I have always taken to heart our motto – *We Go Out of Our Way for You!* Quite frankly, I think that is what separates us from other industries. Maybe at times I have taken it too literally. If I did, it is only because I know all of you are out there day after day, crisis after crisis, going out of your way for customers, employees, and other CalACT members. I was just trying to be as helpful to you as you are to others. (Reminds me of a great Mick Jagger lyric, *“We all need someone we can lean on....”*)

Having been gone for several months now, I see the differences between our industry and others. Maybe it is between a small office and a large one, or an association and a state agency. Paratransit and transit are far more real-time oriented, every minute is precious; every call counts, every rider counts, and every member counts. Time is of the essence and bureaucracy is just another barrier to overcome, work around, or blow away.

So, until I get more involved in projects and issues, I’ll nose around and see what linkages I can find among transit, transportation, fuels, wind and energy. Hopefully this new position will give me some opportunities to learn new things and visit areas of the state I have missed and pass through ones I already know. I’ve got my copy of the membership roster, so wherever the wind blows me, I’ll have a CalACT members’ phone number or e-mail address handy.

If I can be a resource in the future, don’t hesitate to contact me, or stop by if you have business at the Capitol or at Caltrans; I’m just around the corner.

Thank you for being such a big, important part of my life for the last 15 years, and for letting me be a part of yours! If things are not always going well, remember another great Mick lyric, *“You can’t always get what you want, but you get what you need.”*

**Pete Spaulding**

Energy Research & Development Division
California Energy Commission
1516 9th St., MS 43
Sacramento, CA 95814-5504
Email: pspauldi@energy.state.ca.us
Ph: 916-654-4510
Board Member Profile

Daniel Palumbo

My involvement with transportation began in 1978 in the trucking industry, working with brokers, manufacturers, and corporations in the Los Angeles area. I managed owner operators, payroll and scheduling. My father, who was the Vice President of the firm, was stricken with lymphoma in 1983. I became the primary caregiver during his last year of life, while raising my two young sons with a third on the way. Following my father’s death, I declined his position as Vice President of the trucking firm because it was too difficult emotionally for me to fill his shoes.

I began my career with the Orange County CTSA as a driver of a paratransit vehicle. My heart was captured and broken at the same time while serving the frail, elderly and disabled residents in my community, ages 2 to 102, who were dealing with challenges I could never imagine. I fell in love with this non-profit and its mission to serve our disabled neighbors.

Therefore, my career with the CTSA evolved over the next couple of years, moving into a supervisory position, then operations manager, and eventually, Executive Director. I became a member of CalAct in 1990 during my management tenure with CTSA. Following the implementation of the ADA, the non-profit CTSA was dissolved, Dial-A-Ride was eliminated, and all funding from these two programs was required to meet the ADA mandates in Orange County.

In April 1994, I joined South County Senior Services (SCSS), a non-profit 501(c)(3) human services agency, which provides Title III Programs throughout South Orange County. Our programs have expanded significantly over the last decade, particularly Nutrition--Congregate and Home Delivered Meals, which are dependent on 800+ volunteers and 74 staff. SCSS also operates an ADHC and Social Day Care, provides Case Management and In-Home Support services, and manages nine senior centers throughout our 400-square mile service area.

There became an obvious need for access to SCSS programs and services. We began our Transportation Program in 1996 with the help of Section 5310 funds. We currently operate 17 vehicles, providing access to our programs, shopper shuttles and non-emergency medical transportation. Annually, SCSS Transportation Program provides approximately 50,000 door-to-door rides within our continuum of care for the elderly.

The future of CalAct is now! We have the appropriate resources available throughout California to better coordinate Rural and Urban transportation for those with special needs within and beyond ADA. During my term I plan to contribute to the expansion of CalAct through outreach to Human Service, public, and private agencies. We all need to come together and get back to the business of “Coordination.” We must advocate and secure funding for direct service operations to deliver the rides that our constituents need today. Planning for future demand is diligent, but the future is now.

My high school sweetheart and I will celebrate our 30th wedding anniversary in June. We have three grown sons, two wonderful daughters-in-law, three grandsons, and finally, our first granddaughter due at the end of July.

I appreciate the opportunity to serve as a CalACT Board Member.

Respectfully Submitted,
Daniel Palumbo
Chief Operating Officer
South County Senior Services

Dan Palumbo is a new CalACT Board from the South County Senior Program
Transit and Paratransit Management Certificate Program
Fall Schedule 2006

The Transit & Paratransit Management Certificate program, offered through the University of the Pacific, begins in August. This fall, the certificate program will be offered in two different locations. Northern California classes begin on August 11 and are being held at MTC building in Oakland. Southern California classes will begin on August 4 at Access Services in Los Angeles. This Management Certificate Series will give you a thorough understanding of what it takes to be a successful transit manager.

Financial Aid Available!

If you have transit and paratransit staff interested in attending the Fall semester of the Transit & Paratransit Management Certificate Program offered through the University of the Pacific. Funds are available for registration fees for the complete program and for any of the nine individual courses. Registration and travel expenses to attend courses may also be eligible for reimbursement under the RTAP Scholarship Program for public and non-profit organizations serving rural areas. For more information on RTAP scholarships go to the RTAP section on the CalACT website.

Management Program Schedule Fall 2006

**Northern California**
Hosted by Metropolitan Transportation Commission, Oakland

- August 11: Overview of Transit and Paratransit Industry
- August 25: Managing the Operation Effectively
- September 8: Enhancing Leadership Effectiveness
- September 22: A Transit Manager’s Guide to Regulation & Funding
- October 6: Budgeting & Financial Management
- October 20: Service Design & Quality Management
- November 3: Human Resource Management
- November 17: Marketing & Customer Service
- December 8: Risk Management & Safety

**Southern California**
Hosted by Access Services, Los Angeles

- August 4: Overview of Transit and Paratransit Industries
- August 18: Enhancing Leadership Effectiveness
- September 1: Managing the Operation Effectively
- September 15: A Transit Manager’s Guide to Regulation & Funding
- October 6: Service Design & Quality Management
- October 20: Budgeting & Financial Management
- November 3: Marketing & Customer Service
- November 17: Human Resource Management
- December 1: Risk Management & Safety

Registration Information

To register for the entire program or individual courses please call 888-439-2867 or e-mail westgate@pacific.edu. The fee is $275 per session. A discounted rate of $2,295 is available to individuals signing up for all nine sessions. This fee includes instruction materials and complete course workbook. Lunch is not included. CalACT members are eligible for a $50 discount when registering for the entire certificate program.
January’s Meeting

January’s meeting was held in Sacramento at the offices of Paratransit, Inc.

1. The Legislative Committee report included a summary of the State budget proposal and its affect on CalACT members.

The Legislative Committee presented a proposed Platform for 2006. This platform would be used to direct the Committee recommendations throughout the year. After much discussion and proposed amendments, the following Platform was approved:

**2006 CalACT Legislative Platform**

**A. State Issues:**

**Funding:**
1. Defend existing transit and paratransit funding.
2. Protect HOV lanes.
3. Reduce the insurance risks placed on transit systems.
4. Seek to clarify and properly describe qualifications and regulations for transit, paratransit and van operation.
5. Support efforts to identify and eliminate service gaps in intercity/interregional transit services.

**Coordination:**
1. Support the use of Medi-Cal funding for transit passes and increase the ability of Medi-Cal recipients to use public transit and paratransit services for non-emergency medical transportation.
2. Advocate for coordination among human, social service and public transportation funding and programs.
3. Support accessibility of all public and private transportation equipment and the public and private facilities served, and enforcement of existing regulations and State Government Codes.

**Operations:**
1. Support security measures on buses and around transit properties.
2. Protect HOV lanes.

**Other:**
1. Establish regulations to allow paratransit vehicles to function in emergency evacuation situations and receive disaster assistance reimbursement.
2. Support the introduction of accessible/low floor school buses.
3. Monitor regulatory and legal issues and advocate on behalf of members to overcome interpretations that hinder service delivery, coordination and funding.

**B. Federal Issues:**

1. Amend federal regulations to permit the use of fixed route transit vehicles for subscription or flex route services for the developmentally disabled.
2. Amend the ATBCB regulations to adjust the standard for slope on low floor, ramp equipped vehicles for noncurbed street use.

**C. Specific Proposals:**

**State Funding:**

1. **Defend existing transit and paratransit funding**

Support restoration of Prop 42 funding. Support restoration of the Spillover Account funds to public transportation. Support the development of Bond proposals that include financial support of public and community transportation projects and services.

CalACT supports enactment of these comprehensive, long-term funding programs to meet the following needs: Increased Operating Revenue. Permit localities to increase revenues to increase or enhance services. Protect Existing Transit Revenue. Protect against the transfer or expenditure of dedicated transportation funds to the General Fund, including but not limited to: Transportation Development Act, Public Transportation Account, Traffic Congestion Relief Fund, Spillover Account and any other transit funds.

Provide dedicated state capital funding.

**Coordination:**

1. **Support the use of Medi-Cal funding for transit passes**

CalACT supports efforts to increase the use of Medi-Cal funding for transportation through demonstration projects and rule changes.

2. **Advocate for coordination among human, social service and public transportation funding and programs**

Monitor and actively participate in efforts to implement the State’s Strategic Plan for An Aging California Population (SB 910) and the Olmstead Plan. CalACT will work toward and support the creation and funding for a California Mobility Council and/or Mobility Task Force. Develop amendment to the Social Service Transportation Improvement Act (Government Code, Section 15951) to identify Mobility Management Centers as one of the functions of a Consolidated Transportation Service Agency (CTSA). This could include a definition of the functions of Mobility Management Center, consistent with what is developed in FTA Guidelines. Also, change “Consolidated” to “Coordinated.” Participate to guide United We Ride efforts.
3. Support accessibility of all public and private transportation services and the public and private facilities served.

CalACT will support legislation aiding in smart growth and transit oriented development and actively participate on committees to increase the accessibility among taxi operators.

Operations:
1. Support security measures on buses and around transit properties

Support increased penalties for threats and crimes against transit operators. Ensure that legislators are aware that security is a statewide issue, not just an urban area issue.

2. Protect HOV lanes

Preserve high occupancy vehicle lanes for use by transit, paratransit and other high occupancy use vehicles.

3. Minimize the increasing costs of insurance placed on transit systems.

CalACT will monitor the workers’ compensation legislation. CalACT will support legislation and efforts to immunize transit operations from increased liability resulting from the Bonanno Decision.

4. Seek to clarify and properly describe qualifications and regulations for transit, paratransit and van operation.

Educate and take appropriate action on measures that seek to regulate transit, paratransit and vans used in passenger transportation.

5. Support efforts to identify and eliminate service gaps in intercity/interregional transit services.

Participate on the Caltrans Statewide Rural Intercity Bus Study Advisory Committee. Pursue extension of AB 765, 2005 to other areas.

Other:
1. Establish regulations to allow paratransit vehicles to function in emergency evacuation situations and receive disaster assistance reimbursement.

Participate in efforts among the Department of Rehabilitation, Office of Emergency Services and the California Highway Patrol and local emergency services, paratransit and transit operators.

2. Support the introduction of accessible/low floor school buses.

3. The Board also accepted reports from the Conference Committee, regarding two upcoming conferences and from the RTAP Committee regarding progress on the Rural White Paper. 4. The Board took action to allow the Chair and Secretary to negotiate a contract with Nelson/Nygaard to prepare the White Paper.

5. The Board regretfully accepted the resignation of Pete Spaulding as Executive Director. The board noted Pete’s good works and dedication to CalACT for fifteen years.

6. The Board took action to appoint Dennis Guinaw as Interim Executive director. The Board directed Dennis to begin a recruitment process for a new Executive Director as soon as possible.

March’s Meeting

The Board met in Napa at the Marriott Napa Valley Resort.

1. The Board noted that Jerry Davis was leaving his position as Executive Director of the Mountain Area Regional Transit Authority. Jerry may have to leave the Board and the Board discussed several alternatives to filling the vacant position.

2. Linda Deavens reported that twelve applications were received for the position of Executive Director. The Executive Committee of the Board invited three of those candidates for interviews. The Board set April 10, 2006 as the date for meeting and selecting a new Executive Director. Staff reported that Ursell Austin resigned effective March 7, 2006 and that temporary staffing has been secured.

3. Treasurer McGuire submitted the Finance Committee report and reported that mid-year adjustments to the budget may be necessary to address impacts of staffing changes and other anticipated changes to the adopted budget.

4. The Legislative Committee report was given by Rick Ramacier.

The Board also discussed the need for small and non-urbanized members to assess projected capital and operating budget requirements. Chair Ramacier reported that new ADA Draft Regulations have been published. The proposed changes are very troublesome. The Committee and staff will summarize the important changes and distribute a report to members. The Committee will also secure draft letters of concern that can be used by members.

5. Symposium Committee Chair McGuire reported that the Renaissance Long Beach has been selected as the site for the Symposium to be held February 1 and 2, 2007. A contract has been signed with the hotel. The Symposium Committee met earlier today and tasks were assigned to each member.

6. Patrick Ireland presented the RTAP Committee report. Staff distributed the report of the Caltrans survey of RTAP activities. It was noted that the report was highly favorable. The Board expressed it appreciation to Meg Desmond for her hard work and demonstrated success with the management of the RTAP program. Committee Chair Ireland also summarized the White Paper Kick-Off meeting held that morning.

April’s Meeting

April’s meeting was held in Sacramento at the offices of Paratransit, Inc. April’s meeting was devoted to the selection of a new executive director. After interviewing four finalist candidates and deliberation in Closed Session, the Board took action to authorize the Chair to negotiate an employment agreement with Jacklyn Montgomery.
Events

July
16-18 APTA Sustainability and Public Transportation Workshop, Portland, Oregon

August
31 - RTAP Transit Market Research Workshop, San Diego

September
26 - CalACT Board Meeting, Burbank
27-29 CalACT Autumn Conference, Burbank

October
8-11 APTA Annual Meeting, San Jose, CA
22-25 National Rural Public & Intercity Bus Transportation Conference

November
7-9 CTA Conference in Long Beach
28 - RTAP Planning Strategies for Effective Operations Workshop, Los Angeles
30 - RTAP Planning Strategies for Effective Operations Workshop, Monterey
USDOT Plans Changes to ADA Regulations

Comments due by July 28th

By: Pat Piras

On February 27, 2006, the U.S. Department of Transportation issued a “Notice of Proposed Rulemaking” (NPRM) for 5 topics contained in their current regulations for the Americans with Disabilities Act (ADA). If adopted, these would be the most significant changes since the regulations were initially enacted in 1991. USDOT is also requesting comment on 8 additional topics.

Comments are due by Friday, July 28, 2006. For a full copy of the regulations, or for instructions on how to submit comments, go to http://dms.dot.gov/search/searchFormSimple.cfm

Comments can be submitted electronically, by fax, or by U.S. Postal Service.

A summary of the items requested for comment appears below. Much of this article is taken from a memo prepared for the APTA Access Committee by its Chair David Rishel. Much thanks to him for his initial objectivity, which I have characteristically destroyed.

USDOT Proposed Changes to 49 CFR Parts 27, 37 and 38:

This change, resulting in part from a lawsuit about curb-to-curb service in Dallas, states that transit operators may not make blanket policies about service levels, such as curb-to-curb service, but must provide the level of service that each individual passenger requires. DOT’s assertion is that this has always been required under the ADA, but most transit systems will see the proposal as a new interpretation of these rules, as strict curb-to-curb policies have never been cited by the FTA as a problem during past reviews. This “clarification” follows the similar “guidance” which was published on the FTA website last September. The “reasonable modification” requirement would apply to fixed-route service as well as paratransit and presumably to any need expressed by a potential passenger with a disability. The stated intent is to bring DOT rules into conformity with Department of Justice requirements, even though the current law and regulations seem to reserve transportation matters to DOT jurisdiction. The proposal is further complicated in that the description of how a system would have to respond administratively to such requests occurs in the preamble, rather than having such requirements in the proposed regulation itself. The regulations would not require “fundamental alteration” in the service, or undue financial or administrative burdens. However, the additional responsibilities proposed for “the head of a public entity or his or her designee” might be useful for transit managers to cite in negotiating for salary increases.

Commuter Rail Station Platform Accessibility, 49 CFR Parts 37.41.

This rule reiterates the default requirement concerning full length level boarding at rail stations, reasserts the current 3” horizontal and 5/8” vertical gap rule but also allows for a horizontal gap of 10-13” and a bridge plate with a slope of no more than 1:8 in cases where the original standard is not operationally or structurally feasible. Only after these two options are exhausted will mini-high level platforms be considered an option. While this provision does not apply to most CalACT members, rail systems across the country have estimated that the costs of compliance would be enormous.

Disability Law Coordinating Council, 49 CFR 37.15

DOT seeks to make official its use of the current, interagency Disability Law Coordinating Council (DLCC) as the primary venue to discuss, interpret and issue administrative guidance on ADA rules and other accessibility provisions, in order to be more consistent across modes. The NPRM does not discuss how the DLCC works, who serves on it or how it would function. At the March meeting of the APTA Access Committee, FTA Civil Rights Director Michael Winter refused to answer questions on these topics, stating “put it in your comments.” Although normally guidance is legally interpreted as non-enforceable, the proposed regulation states that, in general, material issued by the DLCC would be “valid and binding.” There is no apparent mechanism for public input or comment before such guidance is formulated. The five “guidances” which were issued last September without any advance notice were developed by the DLCC.

Clarification of Sub-Contracting Rules, 49 CFR 37.23

This rule clarifies the requirement that any time a public entity, including the State, enters into any type
of contractual arrangement with any other type of organization, including a non-profit, the rules that apply to the public entity shall also apply to the contract entity. This would apply even if the private entity is the intended grant recipient, such as under sections 5310 or 5311. Like other provisions in the NPRM, this change would codify “guidance” issued in September 2005.

Deletion of Obsolete Provisions, various sections
The USDOT seeks to remove several obsolete sections of the regulations.

In addition to the above, DOT included 8 additional items for comment. It is not clear if comments received will be used to prepare additional regulatory changes, promulgated through the normal public NPRM process, or if the comments presented here will be addressed internally by the proposed Disability Law Coordinating Council. In view of this later possibility, this may be the only opportunity to comment on these issues.

DOT is suggesting that Bus Rapid Transit (BRT) vehicles and systems be formally covered by the ADA and that various bus and facility rules should be modified to apply to BRT.

DOT is asking if ADA Key Station designations for rail systems should be modified and updated to include changes to communities and site usages that have occurred since the development of original Key Station plans.

With the growth of “heritage fleets” of vintage streetcars, should the DOT develop some accessibility rules governing these systems, as they are now generally exempted from the ADA rules?

DOT is proposing that intercity rail rules should be modified to clarify that they apply to any entity providing intercity rail service, not just Amtrak.

The DOT is asking if there should be a rule requiring a good faith effort to acquire accessible used vehicles in demand responsive systems, as this is not currently required. The market for used DRT vehicles is relatively small, so it is not clear what problem is being addressed here.

The DOT is exploring how to accommodate large or non-traditional mobility on devices, including Segways®, on transit vehicles. This item is somewhat confusing, as the DOT issued guidance last September that specifically stated that Segways® are to be accommodated on buses, whenever possible. This request for comment would seem to be applying to an interpretation that has already been decided. Also, some jurisdictions prohibit Segways® on local streets, so it is not clear how the user would get to and from the transit vehicle. In addition, any significant changes to the “wheelchair envelope” would require/result in corresponding changes to the dimensions of lifts, ramps, and securement systems. To date, DOT has not required retrofitting of vehicles.

Should there be priority seating requirements for intercity rail and bus services that parallel those for transit?

DOT is seeking comment on how trips should be counted in ADA paratransit, specifically relating to denied trips. An example given in this section suggests that a denial of a home to destination trip might actually count as 2 denials, based on an assumption that the passenger would likely be unable to travel at all on that day and would miss both their trips to and from their destination, hence the 2 denials. It is not clear why this one topic is being singled out for a potential national rule, just at the time that APTA is incorporating accessibility into its Standards program. Some operators are suggesting that a review of National Transit Database definitions, so that we can all get better, comparable data on paratransit around the country. In the past, this effort has not been successful, no matter how rational.

Examples of Discussion Points:
As you formulate your agency’s comments to these proposed rules, the following discussion points may be of use to you as a catalyst to come up with issues that relate to your own system. Please use these, and of course, issues of your own, to develop your own response to the NPRM. It is vitally important that individual systems comment as well as organizations such as CalACT, APTA, and CTAA.

A. Reasonable Modifications of Policies and Practices
- Because the logic of this rule will enable passengers to request modification of any paratransit or fixed route transit rule in our system, what will be the impact of such a regulation in our system?
- What sort of reasonable modification requests have we received in the past?
- What do we think it will cost to provide these sorts of reasonable modifications?
- What administrative process must we develop and manage to receive, evaluate and act on modification requests?
- How will we balance multiple service levels provided to passengers who will be receiving different levels of service due to reasonable modification requests?

What happens when a request for modification negatively impacts other passengers who are also entitled to service?

B. Commuter Rail Station Platform Accessibility
This is not a concern for many CalACT members, but some issues include:
- How many stations will be impacted by this rule?
- Have we discussed this rule with any freight railroads who...
• might own and control our rights of way?
• Will we have to consider removable platform edges to accommodate these clearance requirements?
• Will we have to deal with low and high platform mixed operations?
How will we provide a bridge plate at every door on the train?

C. Disability Law Coordinating Council
• How will it be decided which issues will be decided by this Council rather than by formal rulemaking?
• If we have an issue that is before this Council, will we have a means of input?
• How will the decisions of this Council be disseminated and in what form will these decisions be issued (e.g., clarifications, new guidance, Dear Colleague letters, etc.)?

D. Clarification of Sub-Contracting Rules

- If we do not agree with a decision of the Council, will we have a means to request a clarification or a reconsideration of the issue?
- Who will sit on this Council? How will this Council’s actions be synchronized with the FTA’s Office of Civil Rights’ regulatory compliance and enforcement efforts?

Would compliance with this rule cause us to loose and operating agreements with any of our sub-grantees, contractors or subcontractors and, if so, how would that impact our service profile?

E. Deletion of Obsolete Provisions

This appears to be an administrative item that is not of major concern.

Please be sure to read and consider this NPRM carefully and, if you have any comments -- even as an individual rather than on behalf of your agency -- submit them by the end of July. If you have any questions, please feel free to e-mail Pat Piras at piras@ix.netcom.com

Sponsor a CalACT Event!!!

CalACT needs sponsors for the Autumn Conference in Burbank on September 27-29, 2007.

If you are interested in sponsoring a lunch, break or special event please call CalACT at 916-446-8018.
JARC & New Freedom Applications

This information has been provided by Caltrans on their JARC/ New Freedom Implementation Schedule and is on their website at http://www.dot.ca.gov/hq/MassTrans/5316. You can also download the grant Applications for 2006 on the website.

CALIFORNIA DEPARTMENT OF TRANSPORTATION DIVISION OF MASS TRANSPORTATION OFFICE OF STATE AND FEDERAL GRANTS

FTA 5316 JARC
FTA 5317 NEW FREEDOM

FFY06 GRANT ESTIMATED REVISED IMPLEMENTATION SCHEDULE

June 2006 - Hold two workshops in Sacramento for Small Urban and Rural transit/paratransit and planning agencies to discuss application, guidelines, and project selection process-- telephone conferencing available.

July 2006 - DMT/Working Groups to develop final application/guidelines for those who have projects “ready to go”.

July 2006 and ongoing – Technical assistance and training/workshops statewide.

August 15, 2006 - Estimated time applications will be due to RTPA/CTSA/CT Application Review.

September 12, 2006 – Due date for applications to Caltrans/DMT.

September 28, 2006 – Due to FTA from Caltrans/DMT.

November/December 2006 - Initiate process for FFY 07 (10/1/06) JARC/New Freedom grant cycle.

PROPOSED GRANT ADMINISTRATIVE PROCESS

1. Grant Applications and Guidelines disseminated online at DMT website or paper applications upon request.

2. Grant Application Workshops to provide technical assistance in preparing applications.

3. Local Agencies submit locally-developed humans services transportation plan

4. Applications to be reviewed and ranked by RTPAs/CTCs/MPOs (as determined by locals).

Applications forwarded to DMT for compliance review.

6. Successful applicants awarded grants.

7. Workshops for successful applicants to ensure compliance with FTA Circulars, Regulations, etc.

8. Ongoing Technical assistance provided through expanded 5310 Toll Free Line.

9. Technical Advisory Committee meets semi-annually with DMT staff for continuous improvement of grant process.