

**Proposal Packet for FY2011 Funding
Allocations from FY2006 through FY2009
Request for Public Transit Grant Applications for the Following Programs &
Areas:**

Program Name	Description	<i>Category/ <u>Responsible Agency</u></i>
Job Access & Reverse Commute Program (5316 - aka JARC)	To provide funding for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations.	<i>Large Urban/ <u>Valley Regional Transit</u> ~ AND ~ <i>Small Urban/Rural <u>ITD Administered</u></i></i>
New Freedom Program (5317)	To encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Provides a new formula grant program for associated capital and operating costs.	<i>Large Urban/ <u>Valley Regional Transit</u> ~ AND ~ <i>Small Urban/Rural <u>ITD Administered</u></i></i>
Elderly Persons and Persons with Disabilities (5310)	Provides funding through a formula program to increase mobility for the elderly and persons with disabilities.	<i>Statewide/District 3/ <u>ITD Administered</u></i>
Formula Grants for Other Than Urbanized Areas (5311)	Provides capital and operating assistance for rural and small urban public transportation systems.	<i>Statewide/District 3 <u>ITD Administered</u></i>
Vehicle Investment Program (VIP)	State funds used to expedite the purchase of public transit vehicles in transit programs administered by the Idaho Transportation Department (ITD) Public Transportation Division.	<i>Statewide <u>ITD Administered</u></i>

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1. INTRODUCTION

Valley Regional Transit (VRT), in cooperation with COMPASS, is calling for projects in the form of grant applications for Federal Transit Administration (FTA) grant funds available through VRT and the Idaho Transportation Department (ITD). The basis for this broad call for projects is the recent update of the 3C Local Mobility Network Plan¹. The stated vision of the plan is:

The 3C Local Mobility Management Network values safe and accessible mobility services and facilities that will connect people to the community, enhance economic viability, promote independent living and aging in place, and improve the overall quality of life by benefiting the health and well being of residents and the environment.

The 3C Local Mobility Management Network values a convenient, aesthetic, and economically viable mobility system that considers all transportation and mobility modes for the efficient movement of goods and services, and provides connectivity, access, and ease of travel for all users (including but not limited to, the elderly, youth, low-income, commuters, recreationalists, students, persons with disabilities, single parents, veterans, and refugee and minority populations).

The 3C Local Mobility Management Network values planning, coordination, and collaboration for the investment and improvement to existing transportation and mobility systems, while respecting private property rights and preserving historic places.

The purpose of the plan is twofold. First, it responds to a federal requirement established by SAFETEA-LU² which mandates the development of a coordinated human service transportation plan. Secondly, it examines the potential to improve service efficiencies and to complement, through transportation coordination activities, existing public services provided within core VRT service areas.

In addition to the 3C Local Mobility Network Plan, the goals and statutory responsibilities of both VRT and COMPASS support this broad approach. VRT has jurisdiction over public transit services in Ada and Canyon Counties³. COMPASS, as the Metropolitan Planning Organization (MPO) for northern Ada County and the Nampa Urbanized Area, is responsible for the development of the long-range plan, ensuring that the Regional Transportation Improvement Program is consistent with that plan and supports the development of a comprehensive multi-modal transportation system.

VRT administers FTA funds in the large urbanized area (200,000 + population). ITD administers FTA funds in rural (less than 50,000 population) and small urbanized areas (50,000 to 199,999 population).

¹ Available for download here: <http://www.compassidaho.org/prodserv/mobility.htm>

² "Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users" The federal transportation funding bill, FY2006-FY2009.

³ Idaho Statute: Title 40-Chapter 21

In addition to applications for the VRT administered funds, VRT and COMPASS are requesting that applicants for FTA funds being made available through ITD first submit applications to COMPASS (for projects in Ada and Canyon Counties only). This is to ensure that projects are consistent with the 3C Local Mobility Plan and the aforementioned goals and responsibilities of COMPASS and VRT providing comments and guidance to ITD on projects within Ada and Canyon Counties will be met.

ITD, as a part of its applications process for FTA funds, includes a requirement that letters of support from the MPO and the Regional Public Transit Authority (COMPASS and VRT respectively [in Ada and Canyon Counties]) must be obtained. COMPASS, as the MPO, must include any project that receives federal transportation funding through VRT and ITD in the Transportation Improvement Program (TIP).

In order to be eligible to receive the required letter of support and to have projects be eligible for inclusion in the TIP, applicants who intend to apply to ITD for FTA funds must first submit a short application to COMPASS during this application process.

2. PROGRAMS/APPLICATION PROCESS AND AVAILABLE FUNDING

The following are FTA programs with available funding. The descriptions are excerpts from FTA fact sheets. The full documents are available via links to FTA guidance as provided.

ITD Administered Programs

5310: Elderly Persons and Persons with Disabilities

Purpose: Provides funding through a formula program to increase mobility for the elderly and persons with disabilities.

http://www.fta.dot.gov/laws/circulars/leg_reg_6622.html

5311: Other Than Urbanized Area Formula Program

Purpose: Provides capital and operating assistance for rural and small urban public transportation systems.

http://www.fta.dot.gov/laws/circulars/leg_reg_6519.html

Vehicle Investment Program (VIP)

Purpose: VIP awards are at the discretion of the Idaho Transportation (IT) Board. Applicants are considered for VIP funding if federal capital funds were recommended for the purchase of a vehicle with Section 5310, 5311, 5311(f), 5316 or 5317 funds, and local funds are available for match.

ITD and VRT Administered Programs

5316: Job Access & Reverse Commute Program

Purpose: To provide funding for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations.

http://www.fta.dot.gov/laws/circulars/leg_reg_6623.html

5317: New Freedom Program

Purpose: To encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Provides a new formula grant program for associated capital and operating costs.

http://www.fta.dot.gov/laws/circulars/leg_reg_6624.html

Available Funding (Estimated)

Designated Recipient (Grant Administrator)	Fund Source – Area	2006 \$ estimate (expires 2008)	2007 \$ estimate (expires 2009)	2008 \$ estimate (expires 2010)	2009 \$ estimate (expires 2011)	Applications
VRT	JARC (5316) – Boise	97,255 (obligated)	102,516 (obligated)	111,059 (obligated)	117,101	
ITD	JARC (5316) – Small Urban/Statewide (District 3)	295,735 (obligated)	311,710 (obligated)	0	367,284	
ITD	JARC (5316) – Rural/Statewide (District 3)	236,073 (obligated)	0	0	273,159	COMPASS Application is in Development To be made available here: http://www.compassidahoh.org/
VRT	New Freedom (5317) – Boise	56,076 (obligated)	63,948 (obligated)	69,079 (obligated)	67,173	
ITD	New Freedom (5317) – Small Urbanized/Statewide (District 3)	152,405 (obligated)	162,054 (obligated)	0	233,196	Submit ITD application packet found here: http://www.mobilityidahoh.org/15AnnualFunding2011.htm
ITD	New Freedom (5317) – Rural/Statewide (District 3)	98,861 (obligated)	0	0	115,244	
ITD	Elderly & Disabled (5310) – District 3	221,845 (obligated)	198,764 (obligated)	78,775 (obligated)	221,845	Applications should be developed taking into consideration the criteria in the 3C LMMN Mobility Plan.
ITD	Formula Grants - Rural (5311) – District 3	982,481 (obligated)	859,658 (obligated)	953,474 (obligated)	982,481	
ITD	Formula Grants - Intercity (5311f) – District 3	210,532 (obligated)	184,212 (obligated)	204,316 (obligated)	210,632	

Funds for FY2010 are expected through a Continuing Resolution at the same levels as FY2009. This action is pending approval of the U.S. Congress.

3. ELIGIBLE ACTIVITIES

Eligible activities for the four FTA programs are defined in the FTA circulars and summarized below. A thorough review of the FTA circulars is necessary for a complete understanding of eligible activities. These documents are available on the FTA website at the addresses below or COMPASS can provide a printed copy upon request.

Elderly Individuals and Individuals with Disabilities (5310)

FTA May 1, 2007 (5310)

<http://www.fta.dot.gov/documents/C9070.1F.pdf>

Funds for the Section 5310 program are available for capital expenses as defined in Section 5302(a)(1) to support the provision of transportation services to meet the special needs of elderly persons and persons with disabilities. Some examples of types of capital expenses include, but are not limited to: buses, vans, radios and communication equipment, vehicle shelters, wheelchair lifts and restraints, vehicle rehabilitation, preventative maintenance, extended warranties, etc.

Nonurbanized Area Formula Programs (5311)

FTA May 1, 2007 (5311):

http://www.fta.dot.gov/documents/FTA_C_9040.1F.pdf

Eligible capital expenses include the acquisition, construction, and improvement of public transit facilities and equipment needed for safe, efficient, and coordinated public transportation system as well as certain other expenses classified as capital in Section 5302(a)(1). Net operating expenses are eligible for assistance. Net operating expenses are those expenses that remain after the provider subtracts operating revenues from eligible operating expenses. Administrative costs may also be considered for funding under this category in non-urbanized areas.

JARC (5316)

FTA May 1, 2007):

http://www.fta.dot.gov/laws/circulars/leg_reg_6623.html

Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects.

New Freedom (5317)

FTA May 1, 2007:

http://www.fta.dot.gov/laws/circulars/leg_reg_6624.html

New Freedom Program funds are available for capital and operating expenses that support new public transportation services beyond those required by the Americans with Disabilities Act of 1990 (ADA) and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. For the purpose of the New Freedom Program, "new" service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the STIP. In other words, if not for the New Freedom Program, these projects would not have consideration for funding and

proposed service enhancements would not be available for individuals with disabilities.

Vehicle Investment Program (VIP)

VIP awards are at the discretion of the IT Board. Applicants are considered for VIP funding if federal capital funds were recommended for the purchase of a vehicle with Section 5310, 5311, 5311(f), 5316 or 5317 funds, and local funds are available for match

4. ELIGIBLE SUBRECIPIENTS/APPLICANTS

VRT is the designated recipient for 5316 and 5317 funds in urban areas. Grant applicants will have subrecipient status. FTA defines eligible subrecipients as follows (identical in both 5316 and 5317 Programs):

There are three categories of eligible subrecipients of JARC/New Freedom funds:

- a. Private non-profit organizations;*
- b. State or local governmental authority; and*
- c. Operators of public transportation services, including private operators of public transportation services*

5. MATCH REQUIREMENTS

Matching requirements are defined in the appropriate FTA circulars and included in their entirety below:

Elderly Individuals and Individuals with Disabilities (5310)

FTA May 1, 2007 (5310)

<http://www.fta.dot.gov/documents/C9070.1F.pdf>

- a. General. The federal share of eligible capital costs may not exceed 80 percent of the net cost of the activity. The 10 percent that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100 percent federal share. The local share of eligible capital costs shall be no less than 20 percent of the net cost of the activity.*

The local share may be provided from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, a service agreement with a state or local service agency or private social service organization, or new capital. Some examples of these sources of local match include: state or local appropriations; dedicated tax revenues; private donations; revenue from service contracts; toll revenue credits; and net income generated from advertising and concessions. Non-cash share such as donations, volunteered services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, represents a capital cost which would otherwise be eligible under the program, and is included in the net project costs in the project budget. In addition, the local share

may be derived from federal programs that are eligible to be expended for transportation, other than Department of Transportation (DOT) programs, or from DOT's Federal Lands Highway Program. Examples of types of programs that are potential sources of local match include: employment, training, aging, medical, community services, and rehabilitation services. Specific program information for other types of Federal funding is available at www.unitedweride.gov.

b. *Exceptions.* The federal share is 90 percent for vehicle-related equipment and facilities required by the Clean Air Act (CAA) or the Americans with Disabilities Act (ADA). It is only the incremental cost of the equipment or facility required by the CAA or ADA that may be funded at 90 percent, not the entire cost of the vehicle or facility, even if the vehicle or facility is purchased for use in service required by the ADA or CAA. States wishing to apply for assistance at the higher match ratio should consult the FTA regional office for further guidance regarding methods of computing the incremental cost before submitting an application.

c. *Seven-State Pilot Program.* Section 3012(b) of SAFETEA-LU authorized a seven-state pilot program allowing four states specified in SAFETEA-LU (Alaska, Minnesota, Oregon, and Wisconsin) and three selected by FTA (Louisiana, North Carolina, and South Carolina) to use up to one-third of their apportionment for fiscal years 2006 – 2009 for operating expenses. For these states, the federal share for operating expenses is 50 percent, or 62.5 percent of the sliding scale rate for capital grants.

d. *Sliding Scale Match.* Higher federal share rates for capital costs are available to 14 states described in 23 U.S.C. 120(b). The higher federal shares under 23 U.S.C. 120 (b) (1), shown in Table 1, are based on the ratio of designated public lands area to the total area of these 14 states. For FTA capital grants, the federal share increases from 80 percent in proportion to the share of public lands in the state. For FTA operating grants in these same states, the federal share increases from 50 percent to 62.5 percent (5/8) of the rate for capital grants.

- Table 1: Idaho Transit Capital Grants Sliding Scale is 84.97 percent federal

Additional higher federal share rates are shown in Table 2 and are based on the ratio of the area of nontaxable Indian land, public domain lands (reserved and unreserved), national forest, and national parks and monuments to the total area of each state. These rates are available only for states that have already in place signed agreements with FHWA under 23 U.S.C. 120(b) (2). For FTA Section 5310 and 5311 projects, any state having such an agreement with FHWA is eligible for the higher federal match permitted in Section 120(b)(2). States may not enter into new Section 120(b) (2) agreements with FTA for Section 5310 or 5311 grants. In the absence of a Section 120(b) (2) agreement with FHWA, Section 120(b)(1) sets the sliding scale rates for Section 5310 and 5311 grants.

- Table 2: Idaho Transit Capital Grants Sliding Scale is 92.66 percent federal

Nonurbanized Area Formula Programs (5311)

FTA May 1, 2007 (5311):

http://www.fta.dot.gov/documents/FTA_C_9040.1F.pdf

a. Capital and Project Administration. The federal share of eligible capital and project administrative expenses may not exceed 80 percent of the net cost of the project. There are three exceptions to the 80 percent match for capital projects.

- 1. Bicycle Projects. Under 49 U.S.C. 5319, the federal share may be 90 percent for those capital projects used to provide access for bicycles to transit facilities, or to install racks or other equipment for transporting bicycles on transit vehicles.*
- 2. ADA and Clean Air Act. Under 49 U.S.C. 5323(i), the federal share may be 90 percent for vehicle-related equipment or facilities required by ADA or vehicle related equipment or facilities (including clean fuel or alternative fuel vehicle related equipment or facilities) for purposes of complying with or maintaining compliance with the Clean Air Act (CAA), as amended. According to 49 U.S.C. 5323(i), it is only the incremental cost of the equipment required by the ADA or CAA that may be funded at 90 percent, not the entire cost of the vehicle, even if the vehicle is purchased for use in service required by the ADA or CAA. Alternatively, for administrative simplicity FTA allows grantees to compute the federal share at 83 percent for accessible vehicles. For facilities, FTA will consider the incremental cost of the ADA or CAA equipment on a case-by case basis. (States entitled to a sliding scale federal share higher than 80 percent may find it more advantageous to calculate the 90 percent share on the incremental cost of vehicle related equipment rather than using the 83 percent composite share.)*
- 3. Sliding Scale. Higher federal share rates for capital costs are available to 14 states described in 23 U.S.C. 120(b). The higher federal shares under 23 U.S.C. 120 (b) (1), shown in Table 1, are based on the ratio of designated public lands area to the total area of these 14 states. For FTA capital grants, the federal share increases from 80 percent in proportion to the share of public lands in the state. For FTA operating grants in these same states, the federal share increases from 50 percent to 62.5 percent (5/8) of the rate for capital grants.*

- Table 1: Idaho Transit Capital Grants Sliding Scale is 84.97 percent federal*

Additional higher federal share rates are shown in Table 2 and are based on the ratio of the area of nontaxable Indian land, public domain lands (reserved and unreserved), national forest, and national parks and monuments to the total area of each state. These rates are available only for states that have already in place signed agreements with FHWA under 23 U.S.C. 120(b) (2). For FTA Section 5310 and 5311 projects, any state having such an agreement with FHWA is eligible for the higher federal match permitted in Section 120(b) (2). States may not enter into new Section 120(b) (2) agreements with FTA for Section 5310 or 5311 grants. In the absence of a Section 120(b) (2) agreement with FHWA, Section 120(b) (1) sets the sliding scale rates for Section 5310 and 5311 grants.

- *Table 2: Idaho Transit Capital Grants Sliding Scale is 92.66 percent federal*

b. Operating Expenses. With respect to operating expenses, 49 U.S.C. 5311(g) (2) provides that the federal share shall not exceed 50 percent of the net operating cost of the project. For states eligible for the sliding scale match under 23 U.S.C. 120(b), the federal match for operating assistance is set at 62.5 percent of the match for capital projects in those states (see Tables 1 and 2 above).

Under Subsection 5311(g)(3)(A), funds received pursuant to a service agreement with a state or local social service agency or a private social service organization may be used as local match. Income from contracts to provide human service transportation may be used either to reduce the net project cost (treated as revenue) or to provide local match for Section 5311 operating assistance. In either case, the cost of providing the contract service is included in the total project cost. The manner in which a sub-recipient applies income from human service agencies to a project affects the calculation of net operating expenses and, therefore, the amount of Section 5311 operating assistance the project is eligible to receive. A state's method of sub-allocating its apportionment among its sub-recipients is a discretionary action, subject only to the statutory requirements described in this circular. While a state may not prohibit a sub-recipient from using income from human service agency contracts as a source of local match according to Subsection 5311(g)(5), the state may elect to regard the degree to which a sub-recipient demonstrates local financial commitment to the project from other sources of local funds as a rating factor in its discretionary allocation decisions.

c. State Administration and RTAP. No local share is required for state administration and RTAP.

d. Sources of Local Match. Under Subsection 5311(g) (3), a local match for the remainder of net project costs:

- 1. may be provided from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, a service agreement with a State or local social service agency or a private social service organization, or new capital;*
- 2. may be derived from amounts appropriated or otherwise made available to a department or agency of the Government (other than the [U.S.] Department of Transportation) that are eligible to be expended for transportation; or*
- 3. notwithstanding subparagraph (B), may be derived from amounts made available to carry out the Federal Lands Highway Program established by Section 204 of Title 23.*

Examples of non-federal sources that may be used for any or all of the local share include: state or local appropriations; dedicated tax revenues; private donations; and net income generated from advertising and concessions. Recipients may count non-cash shares such as donations, volunteered services, or in-kind contributions toward the local match only if the recipient formally documents the value of each non-cash share, and if this value represents a cost that would otherwise be eligible

under the project. The net project cost must include the value of any in-kind contributions included in net project cost to the extent it is used as local match. States should reference Federal Administrative Rules for Grants and Cooperative Agreements, 49 CFR parts 18 and 19 for more information.

Recipients may use funds from other federal agencies (non-DOT) for the entire local match if the other agency makes the funds available to the recipient for the purposes of the project. The only DOT funds that states can use as local match for Section 5311 projects are from the Federal Lands Highway Program cited in 49 U.S.C. 5311(g)(3).

A state cannot use Section 5310 or other FTA funds as match for Section 5311 program funds. Even though funds are made available to the rural transit provider through a service agreement with a state or local social service agency or private social service organization, FTA funds may not be used as match because they are derived from a DOT program.

JARC

FTA May 1, 2007 JARC (5316) – Page III-10:

http://www.fta.dot.gov/laws/circulars/leg_reg_6623.html

a. General. JARC funds may be used to finance capital, planning and operating expenses. The federal share of eligible capital and planning costs may not exceed 80 percent of the net cost of the activity. The federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity. Recipients may use up to 10 percent of their apportionment to support program administrative costs including administration, planning, and technical assistance, which may be funded at 100 percent federal share. The local share of eligible capital and planning costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs. All of the local share must be provided from sources other than federal DOT funds. Some examples of sources of local match which may be used for any or all of the local share include: state or local appropriations; other non-DOT federal funds; dedicated tax revenues; private donations; revenue from human service contracts; toll revenue credits; and net income generated from advertising and concessions. Non-cash share such as donations, volunteered services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, represents a cost which would otherwise be eligible under the program, and is included in the net project costs in the project budget. Income from contracts to provide human service transportation may be used either to reduce the net project cost (treated as revenue) or to provide local match for JARC operating assistance. In either case, the cost of providing the contract service is included in the total project cost. No FTA program funds can be used as a source of local match for other FTA programs, even when used to contract for service.

b. Exceptions. The federal share is 90 percent for vehicle-related equipment and facilities required by the Clean Air Act (CAA) or the Americans with Disabilities Act (ADA). It is only the incremental cost of the equipment or facility required by the

CAA or ADA that may be funded at 90 percent, not the entire cost of the vehicle or facility, even if the vehicle or facility is purchased for use in service required by the ADA or CAA. Designated recipients wishing to apply for assistance at the higher match ratio should consult the FTA regional office for further guidance regarding methods of computing the incremental cost before submitting an application.

c. *Use of Other Federal Funds.* Local match may be derived from other federal funds derived from federal programs that are eligible to be expended for transportation, other than from the DOT programs. Examples of types of programs that are potential sources of local match include: employment training, aging, community services, vocational rehabilitation services, and Temporary Assistance for Needy Families (TANF). To be eligible for local match for FTA funds, the other federal funds must be used for activities included in the total net project costs of the FTA grant. Expenditure of other federal funds for transportation outside of the scope of the project cannot be applied as a credit for local match in the FTA grant. Specific program information for other types of federal funding is available at www.unitedweride.gov.

New Freedom

FTA May 1, 2007 New_Freedom (5317) Page III-11:
http://www.fta.dot.gov/laws/circulars/leg_reg_6624.html

a. *General.* New Freedom funds may be used to finance capital and operating expenses. The federal share of eligible capital and planning costs may not exceed 80 percent of the net cost of the activity. The federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity. Recipients may use up to 10 percent of their apportionment to support program administrative costs including administration, planning, and technical assistance, which may be funded at 100 percent federal share. The local share of eligible capital costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs. All of the local share must be provided from sources other than federal DOT funds. Some examples of sources of local match which may be used for any or all of the local share include: state or local appropriations; other non-DOT federal funds; dedicated tax revenues; private donations; revenue from human service contracts; toll revenue credits; and net income generated from advertising and concessions. Non-cash share such as donations, volunteer services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, represents a cost which would otherwise be eligible under the program, and is included in the net project costs in the project budget. Income from contracts to provide human service transportation may be used either to reduce the net project cost (treated as revenue) or to provide local match for New Freedom operating assistance. In either case, the cost of providing the contract service is included in the total project cost. No FTA program funds can be used as a source of local match for other FTA programs, even when used to contract for service.

b. *Exceptions.* The federal share is 90 percent for vehicle-related equipment and facilities required by the Clean Air Act (CAA) or the Americans with Disabilities Act

(ADA). It is only the incremental cost of the equipment or facility required by the CAA or ADA that may be funded at 90 percent, not the entire cost of the vehicle or facility, even if the vehicle or facility is purchased for use in service required by the ADA or CAA. Designated recipient wishing to apply for assistance at the higher match ratio should consult the FTA regional office for further guidance regarding methods of computing the incremental cost before submitting an application.

c. *Use of Other Federal Funds.* Local match may be derived from other federal programs that are eligible to be expended for transportation, other than funds from DOT programs. Examples of types of programs that are potential sources of local match include: employment, training, aging, medical, community services, and rehabilitation services. To be eligible for local match for FTA funds, the other federal funds must be used for activities included in the total net project costs of the FTA grant. Expenditure of other federal funds for transportation outside of the scope of the project cannot be applied as a credit for local match in the FTA grant. Specific program information for other types of Federal funding is available at www.unitedweride.gov.

6. PROJECT SELECTION PROCESS AND TIMELINE

Projected FY Application Timeline For 2006-2009 Grant Funds

	COMPASS	ITD (Anticipated 2011 Application Process)
August 2009	COMPASS Announces Call for Projects	
September 22, 2009	Ada/Canyon Mandatory Coordination Meeting	
September 30, 2009		Local Mobility Network Plan Updates Due from each LMMN
November 20, 2009	Short Applications due to COMPASS	
December 1, 2009		ITD's application packet available
January 5, 2010	Regional Coordination Council (RCC) Scores and Ranks Short Applications	
January 15, 2010		Summary of Proposed Applications Due to ITD

COMPASS**ITD** (Anticipated 2011
Application Process)

Week of January 18, 2010		Meetings to Coordinate Applications
February 4, 2010		Legal Notice Due for Public Hearing on FY2011 Applications
February 17, 2010	COMPASS Staff Presents Project Ranking to VRT Board for Approval	
February 28, 2010		ITD Applications Due
Weeks of March 22 and 29, 2010		District Coordination Committee (DCC) meetings
April 27, 2010		Public Transportation Advisory Committee (PTAC) meeting

7. PROJECT SCORING CRITERIA

Applications will be evaluated in a competitive selection process by the Regional Coordinating Council. COMPASS will coordinate this process. The information contained in each application will be used to rank each project based on a series of evaluation criteria as follows:

<p>1. Meets Documented Need (60 Points)</p> <p>The project should directly address transportation gaps or barriers identified through the Coordinated Public Transit-Human Services Transportation Plan. Specific projects should:</p> <ul style="list-style-type: none"> • Provide service in geographic area with limited transportation options • Serve a geographic area where the greatest number of people need a service • Improve the mobility of clientele subject to state and federal funding sources (i.e. low-income, elderly, persons with disabilities) • Provide a level of service not currently provided with existing resources • Preserve and protect existing services 	<p>Poorly (0 – 15 Pts)</p>	<p>Somewhat (15 – 30 Pts)</p>	<p>Significantly (30 – 45 Pts)</p>	<p>Fully (45 – 60 Pts)</p>
<p>2. Cost effectiveness (20 Points)</p> <p>The project should allow for the provision of service (trips or other units of service) sufficient to offset the documented need. For capital projects, no other sources of funds should be available for this purpose. Specific projects should:</p> <ul style="list-style-type: none"> • Service the maximum number of people for the least money • Result in efficient use of available resources • Maximize use of funds for direct service • Have the potential to be sustained beyond the grant period 	<p>Poorly (0 – 5 Pts)</p>	<p>Somewhat (5 – 10 Pts)</p>	<p>Significantly (10 – 15 Pts)</p>	<p>Fully (15 – 20 Pts)</p>
<p>3. Project Oversight/Coordination (20 Points)</p> <p>Project should promote coordination and avoid duplication. Specific projects should provide a well-defined service operations plan and describe implementation steps and timelines for carrying out the plan. Projects should:</p> <ul style="list-style-type: none"> • Build on and supports existing services and not duplicate services • Involve participation of local human service and transportation stakeholders • Demonstrate institutional and fiscal capacity to carry out the project • Leverage funding or other resources (vehicles, staff support) from various partnerships (i.e. local match, if required) 	<p>Poorly (0 – 5 Pts)</p>	<p>Somewhat (5 – 10 Pts)</p>	<p>Significantly (10 – 15 Pts)</p>	<p>Fully (15 – 20 Pts)</p>
<p>4. Consistency with Federal Program Purpose (No Points: Pass/Fail)</p> <ul style="list-style-type: none"> • Project fulfills the stated purpose of the Federal Program under which funds are being sought. 	<p>Yes</p>		<p>No</p>	

8. SHORT APPLICATION FORM

Contact Information		
Name		
Company		
Address		
Telephone		
Email		
Brief Project Description:		
Estimated Project Cost		
Meets Documented Need		
<p>The project should directly address transportation gaps or barriers identified through the Transportation Services Coordination Plan (TSCP). Address how your project specifically addresses the following: (circle yes or no, if yes, explain how)</p>		
Yes	No	In a geographic area with limited transportation options.
Explain:		
Yes	No	Serves a geographic area where the greatest number of people need a service.
Explain:		
Yes	No	Improves the mobility of clientele subject to state and federal funding sources (i.e. low-income, elderly, persons with disabilities).
Explain:		
Yes	No	Provides a level of service not currently provided with existing resources.
Explain:		
Yes	No	Preserves and protects existing services.
Explain:		
Cost Effectiveness		
<p>The project should allow for the provision of service (trips or other units of service) sufficient to offset the documented need. For capital projects, no other sources of funds should be available for this purpose. Address how your project specifically addresses the following: (circle yes or no, if yes, explain how)</p>		
Yes	No	Services the maximum number of people for the least amount of money.
Explain:		

Yes	No	Results in efficient use of available resources.
Explain:		
Yes	No	Maximizes use of funds for direct services.
Explain:		
Yes	No	Has the potential to be sustained beyond the grant period.
Explain:		
Project Oversight/Coordination		
Project should promote coordination and avoid duplication. Specific projects should provide a well-defined service operations plan and describe implementation steps and timelines for carrying out the plan. Address how your project specifically addresses the following: (circle yes or no, if yes, explain how)		
Yes	No	Builds on and supports existing services and not duplicate services.
Explain:		
Yes	No	Involves participation of local human service and transportation stakeholders
Explain:		
Yes	No	Demonstrates institutional and fiscal capacity to carry out the project
Explain:		
Yes	No	Leverage funding or other resources (vehicles, staff support) from various partnerships (i.e. local match, if required)
Explain:		
Consistency with Federal Program Purpose (Pass/Fail)		
Explain how your project fulfills the stated purpose of the Federal Program under which funds are being sought and state the section in the guidance document where the purpose is mentioned.		

9. CONTACT INFORMATION

Questions on this process should be directed to:

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