

ITEM 8 - Action

June 18, 2008

Approval of Projects for Funding Under the Job Access Reverse Commute (JARC) and New Freedom Programs of the Federal Transit Administration (FTA)

Staff

Recommendation:

- " Receive briefing on the 2008 solicitation and selection process for the Job Access Reverse Commute (JARC) and New Freedom FTA Programs
- " Adopt Resolution R25-2008 to approve 12 projects for funding.

Issues:

None

Background:

In the Fall of 2006 the TPB became the designated recipient of the JARC and New Freedom FTA program funding for the Washington Urbanized Area. These funds are for improving mobility options of low-income commuters and persons with disabilities. A project solicitation for JARC and New Freedom funds was conducted from January through April 30 of this year. In May, a selection committee chaired by Mr. Lovain reviewed the project applications and recommended that 12 projects be presented to the TPB for funding approval, as described in the enclosed materials.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION TO APPROVE TWELVE PROJECTS FOR FUNDING UNDER THE
JOB ACCESS REVERSE COMMUTE (JARC) AND NEW FREEDOM PROGRAMS OF
THE FEDERAL TRANSIT ADMINISTRATION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, under SAFETEA-LU, projects funded by three Federal Transit Administration (FTA) human services transportation programs: Elderly and Persons with Disabilities (Section 5310), Job Access and Reverse Commute (JARC) (Section 5316), and New Freedom (Section 5317) must be derived from a “locally developed, coordinated public transit-human services transportation plan“ and JARC and New Freedom projects must be selected on a competitive basis; and

WHEREAS, in July 2006 the TPB established the Human Services Transportation Coordination Task Force to oversee the development of the Coordinated Human Services Transportation Plan and a competitive selection process for identifying projects for JARC and New Freedom funding in the National Capital Region; and

WHEREAS, the JARC program provides capital and operating funding for services that improve access to jobs for low-income persons; and

WHEREAS, the New Freedom program provides capital and operating funding for transit and paratransit services and improvements for persons with disabilities that are new and go beyond those required by the Americans with Disabilities Act; and

WHEREAS, in August 2006 the TPB was designated by the Mayor of the District of Columbia, the Governor of Maryland, and the Governor of Virginia as the recipient to administer the JARC and New Freedom programs in the Washington DC-VA-MD Urbanized Area; and

WHEREAS, the Coordinated Human Services Transportation Plan was developed under the guidance of the task force, which included the active participation of representatives from public, private and non-profit transportation and human services providers and participation by membership of the public who provided insight into local transportation needs and strategies for improvement; and

WHEREAS, the Coordinated Plan also includes the selection criteria to be used in the competitive selection process of JARC and New Freedom projects and to inform the selection of Elderly and Disabled Individual Program (Section 5310) projects administered by the District of Columbia, Maryland and Virginia Departments of Transportation; and

WHEREAS, the Coordinated Plan sets forth strategies that the projects must address and includes recommended priority projects for JARC and New Freedom funding; and

WHEREAS, the Coordinated Plan, the selection criteria and the process for a competitive selection process were adopted by the TPB at its regular meeting on April 18, 2007 (R22-2007); and

WHEREAS, the TPB's first solicitation for projects under the JARC and New Freedom Programs was held May 1 through June 30, 2007, and the TPB approved five projects for funding at its regular meeting on September 19, 2007 (R6-2008); and

WHEREAS, a solicitation for JARC and New Freedom projects was conducted from January 8 through April 30, 2008, during which period approximately 1,800 organizations and agencies received a brochure or email announcing the availability of transportation funds; and

WHEREAS, seven pre-application conferences were conducted during the solicitation period for interested organizations and agencies to receive technical assistance on the application process and FTA requirements; and

WHEREAS, a selection committee comprised of local and national experts in transportation and human services familiar with special needs populations met twice during May to review the applications for completeness and evaluate them against the selection criteria; and

WHEREAS, the selection committee recommended twelve projects for funding based on its review and evaluation, and forwarded the recommendations to the TPB Officers to seek their concurrence in presenting the recommended projects to the TPB; and

WHEREAS, the twelve projects recommended for funding are described in the attached memorandum; and

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the twelve projects described in the attached memorandum for funding under the JARC and New Freedom Programs of the Federal Transit Administration.

National Capital Region Transportation Planning Board

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June 12, 2008

To: Transportation Planning Board
From: Tim Lovain, Selection Committee Chair
TPB Human Service Transportation Coordination Task Force Chair
Subject: **Approval of Project Recommendations for Funding Under the Job Access Reverse Commute (JARC) and New Freedom Programs**
CC: Ronald Kirby, Director of Transportation Planning

I am pleased to present to the TPB for approval twelve endorsed project recommendations for funding under the Job Access Reverse Commute (JARC) and New Freedom programs of the Federal Transit Administration (FTA). As with the five JARC and New Freedom projects approved by the TPB last year, these twelve new projects will improve the mobility of persons with disabilities and low-income commuters throughout the metropolitan region.

The TPB took on a new role in 2006 when it became the designated recipient of federal JARC and New Freedom funds. As the designated recipient of these program funds, the TPB is now able to fund projects to implement the Coordinated Human Service Transportation Plan ("Coordinated Plan"), described below. The TPB was one of the first Metropolitan Planning Organizations (MPOs) to become a designated recipient after SAFETEA-LU was passed and received an AMPO Award in 2007 for its new role in human service transportation coordination.

The TPB approved the process for competitively selecting projects, the selection criteria, and the Coordinated Plan on April 18, 2007. The project recommendations are a result of this process in which a selection committee, which I chaired, scored the applications against the selection criteria and recommended that twelve projects described in this memorandum be funded. The selection committee members did an excellent job in making hard choices and trade-offs to get the most innovative and responsive projects considering the priorities in the Coordinated Plan. You will find more information below on the background, the selection process, the projects and next steps.

Background

In August 2006, at the request of the TPB, the Governors of Maryland and Virginia and the Mayor of the District of Columbia designated the TPB as the recipient of two Federal Transit Administration (FTA) programs:

- 1) JARC, which provides capital and operating funding for services that improve access to jobs for low-income persons; and

- 2) New Freedom, which provides capital and operating funding for transit and paratransit services and improvements for persons with disabilities that are new and go beyond those required by the Americans with Disabilities Act.

The two programs are formula programs that provide approximately **\$1 million per program per year for four years** (Federal FY06 – FY09) for services in the Washington DC-VA-MD Urbanized Area.

The TPB's designation as the FTA recipient of JARC and New Freedom funds grew out of several years of committees' work studying the needs of transportation-disadvantaged populations. As stated earlier, the TPB as the designated recipient of these programs **is now able to fund projects to implement the Coordinated Plan**, described below.

TPB Coordinated Human Service Transportation Plan

The TPB established the Coordination Task Force ("Task Force") in July 2006 to develop the Coordinated Plan. **The TPB approved the Coordinated Plan, which includes selection criteria for the federally-required competitive selection of projects, on April 18, 2007.** The Coordinated Plan identifies the unmet transportation needs of low-income workers, people with disabilities and older adults and lists priority projects for addressing those unmet needs. The eight selection criteria, listed below, are used to score and rank applications. A copy of detailed descriptions of the selection criteria is attached.

100 Maximum Points for applications

- Responsiveness to strategies in Plan
- Demonstrates coordination
- Innovative idea that is replicable
- Meets a regional need
- Involves private-sector partners
- Potential number of people who will benefit from the project
- Strategies for ongoing non-federal funding identified
- Feasibility

Project Solicitation in 2007 and 2008

The TPB's first solicitation for JARC and New Freedom funds was conducted from May 1 through June 30, 2007. A selection committee comprised of 11 members of the Task Force evaluated and scored the applications. Of the 11 applications received in the first solicitation, 5 were funded (6 were incomplete and not considered for funding pursuant to application guidelines). These 5 projects (3 JARC projects and 2 New Freedom projects), which totaled \$619,300 and which were provided with \$334,419 in federal funding, are currently operational.

Based on lessons learned from the 2007 solicitation, several changes were made for the 2008 solicitation. The application period was doubled to four months to give applicants extra time to prepare an application and secure the appropriate matching funds. The grant period was lengthened to two years to provide more time to grantees to implement and operate the projects, and to provide additional time for evaluation of those projects. An independent Selection

Committee was established due to the number of Task Force organizations that planned to submit proposals and because the Task Force had endorsed the Regional Clearinghouse application submitted by the Metropolitan Washington Council of Governments.

Priority Projects Identified for 2008 by the TPB Task Force

The Task Force identified two priority projects for funding in the 2008 solicitation. The first is **wheelchair-accessible taxicabs** for D.C. Currently D.C. has no wheelchair-accessible cabs. To encourage proposals for this service, the Task Force held a special meeting on the topic and presented best practices in the industry for the operation of accessible cabs. The TPB also collaborated with the D.C. Taxicab Commission, which administered the Wheelchair Accessible Taxicab Promotion Fund created by the D.C. Council. As demonstrated below, 5 of the 12 project recommendations support accessible taxi service in D.C.

The second priority project for the 2008 solicitation was **travel training**, which helps individuals with specialized transportation needs to learn how to navigate and travel on public transportation. Travel training is eligible as a mobility management project, which requires an 80/20 match. The Task Force encouraged mobility management projects so that applicants could take advantage of the reduced local match requirement (compared to an operating project, which requires a 50/50 match). The Task Force also held a special meeting on travel training to present best practices and to encourage collaboration among interested agencies. One out of the 12 project recommendations supports travel training.

Selection Committee and Selection Process

I chaired the Selection Committee of five people that was comprised of national and local organizations representing disability, workforce development, transit and private provider interests that are not affiliated with the Task Force. The Selection Committee members are:

1. Deborah Cotter, National Center for Independent Living;
2. Chris Hart-Wright, Strive DC;
3. Carolyn Jeskey, Community Transportation Association of America;
4. Nancy Mercer, The Arc of Northern Virginia; and
5. Harold Morgan, Taxicab, Limousine & Paratransit Association

Background information on the Selection Committee members is attached. Each member reviewed and scored the applications using the TPB-approved selection criteria. The Selection Committee met twice to discuss the applications and make final decisions about which projects to recommend for funding. Before its second meeting, the Selection Committee submitted written follow-up questions to the applicants to enable them to clarify elements of their proposals before making its final recommendations. After a thoughtful and deliberative process, the Selection Committee recommended that 12 projects be funded.

Funding recommendations were made by the Selection Committee based on priority projects and on the responsiveness to and consistency with the priorities in the Coordinated Plan. As a result, some proposals are not recommended for funding, others are recommended to be funded at a lesser amount than requested, and others are recommended to receive more funding to ensure

needs are adequately addressed. The proposals that are recommended for funding provide balanced geographic coverage. Those applicants whose proposals are not recommended for funding will receive letters explaining how their applications may be strengthened for the next solicitation.

Outcomes of the 2008 Solicitation for JARC and New Freedom Projects

The TPB 2008 solicitation for JARC and New Freedom funds was conducted from January 8 through April 30, 2008. Approximately 1,800 organizations or agencies received a brochure or email announcing the availability of funds to help low-income individuals or persons with disabilities. TPB staff conducted seven pre-application conferences to instruct interested organizations on the application process. Conferences were held in Maryland and Virginia in addition to D.C. and were attended by over 60 different organizations and agencies.

The number of applications received this year, as well as the project recommendations, demonstrate the success of changes made from last year's solicitation. At the conclusion of the solicitation period, 18 applications were received. Of these 18 applications, 4 were incomplete and were not considered for funding (as stated in the application guidelines).

The incomplete applications were missing key requirements, such as a secured local match or budget information. At the direction of the Selection Committee, letters will be sent to applicants whose applications were incomplete or not recommended for funding. The letters will explain why the application was incomplete, and will provide suggestions for strengthening the applications in the next solicitation.

Based on the application of the selection criteria and scoring system, the applications of Corridor Transportation Corporation, Charity Group of Good Affinity, Jewish Council for the Aging, and Sun Taxicab were not recommended for funding.

Recommended projects

The following twelve projects were recommended for funding by the Selection Committee.

1. JARC projects (4 projects):

- a. **Northern Virginia Family Service Ways to Work Program:** Expansion of an existing loan program for low-income individuals to purchase cars or perform car maintenance. The program has operated since 1998 throughout Northern Virginia and benefits families with limited access to transit.

Requested		Recommended	
Requested JARC Funds	\$115,356	Recommended JARC Funds	\$115,356
Proposed Match	\$115,356	Required Match	\$115,356
Total Proposed Project	\$230,712	Revised Total Project	\$230,712

- b. **District Department of Transportation (DDOT)/Georgetown Business Improvement District Georgetown Metro Connection:** Continuation of Georgetown Metro Connection shuttle service, which is a shuttle service operating every 10 minutes between the Rosslyn and Dupont Circle Metro stations. The service has been in operation since 2001, but is planned to be integrated into the Circulator bus in subsequent years. While this project is not a high priority for JARC funding relative to the criteria in the Coordinated Plan, the Selection Committee provided money to assist with the transition of the service to the Circulator bus, which is a service provided by DDOT in partnerships with WMATA.

Requested		Recommended	
Requested JARC Funds	\$607,500	Recommended JARC Funds	\$303,750
Proposed Match	\$607,500	Required Match	\$303,750
Total Proposed Project	\$1,215,000	Revised Total Project	\$607,500

- c. **Boat People SOS Road to Independence through Savings & Education (RISE):** Funds will be used to support transportation services for the RISE program, which prepares low-income Vietnamese refugees and immigrants for employment and places them in jobs. The project provides capital and operating assistance to purchase a vehicle to transport agency clients and to operate the service.

Requested		Recommended	
Requested JARC Funds	\$111,659	Recommended JARC Funds	\$111,659
Proposed Match	\$ 66,490	Required Match	\$ 66,490
Total Proposed Project	\$178,150	Revised Total Project	\$178,150

- d. **Metropolitan Washington Council of Governments Regional Transportation Information Clearinghouse:** A regional project to develop a website with phone support that will provide consumers and social service agencies with improved access to information about the multitude of transportation options for people with disabilities, older adults and low-income commuters for all jurisdictions in the TPB planning area. The project includes a functional requirements analysis, the development and marketing of the website and customer phone support. An additional \$35,000 is recommended by the Selection Committee to double the budget to provide phone support. The project is supported by local match contributions from WMATA, Maryland Transit Administration, District Department of Transportation, and Virginia Department of Rail & Public Transportation. This project was endorsed by the TPB Human Service Transportation Coordination Task Force on November 8, 2007.

Requested		Recommended	
Requested JARC Funds	\$432,000	Recommended JARC Funds	\$467,000
Proposed Match	\$108,000	Required Match	\$116,750
Total Proposed Project	\$540,000	Revised Total Project	\$583,750

2. New Freedom projects (8 projects):

Wheelchair-Accessible Taxicabs in D.C. – Because wheelchair-accessible taxicabs are a priority project for the 2008 solicitation, the Selection Committee reserved \$1 million of funding in the 2008 solicitation to support accessible taxicab projects.

The Selection Committee has recommended equal funding for capital and operating funds to each company to purchase 7 cabs and to provide driver incentives.

- a. **Yellow Cab of DC:** Funding for the purchase, maintenance, and insurance of seven wheelchair-accessible cabs for a pilot project in D.C as well as funding to provide driver incentives. The project is being matched in part by a \$75,000 grant from the D.C. Taxicab Commission’s Accessible Taxicab Promotion Fund.

Requested		Recommended	
Requested New Freedom Funds	\$220,000	Recommended New Freedom Funds	\$240,000
Proposed Match	\$100,000	Required Match	\$105,000
Total Proposed Project	\$320,000	Revised Total Project	\$345,000

- b. **Mohebbi Group:** Funding for the purchase, maintenance, and insurance of seven wheelchair-accessible cabs for a pilot project in D.C. as well as funding to provide driver incentives.

Requested		Recommended	
Requested New Freedom Funds	\$1,556,000	Recommended New Freedom Funds	\$240,000
Proposed Match	\$ 389,000	Required Match	\$105,000
Total Proposed Project	\$1,945,000	Revised Total Project	\$345,000

- c. **Liberty Cab:** Funding for the purchase, maintenance, and insurance of seven wheelchair-accessible cabs for a pilot project in the D.C. as well as funding to provide driver incentives. The project is being matched in part by a \$75,000 grant from the D.C. Taxicab Commission’s Accessible Taxicab Promotion Fund.

Requested		Recommended	
Requested New Freedom Funds	\$2,173,404	Recommended New Freedom Funds	\$240,000
Proposed Match	\$ 645,564	Required Match	\$105,000
Total Proposed Project	\$2,818,968	Revised Total Project	\$345,000

- d. **Company To Be Determined:** The Selection Committee recommends the TPB conduct a competitive procurement for the centralized dispatch of all 21 wheelchair accessible cabs in D.C. The recommendation to conduct separate procurements for centralized dispatch is based on industry best practices. By having one company bid on and operate the centralized dispatch, customers can call one number to get a ride. The Selection Committee feels strongly that having one centralized dispatch (i.e., one phone number) for customers to call for accessible taxicab service is a critical element in the success of the pilot project, and will equally benefit the customers and the taxicab companies. Without centralized dispatch, customers can call each cab company to request an accessible taxicab and take the first one that arrives. These duplicate trips cost the drivers money and reduce the time available to serve other customers who need to use a wheelchair-accessible cab. Companies interested in submitting a proposal for the centralized dispatch would be responsible for providing the required local match.

Requested		Recommended	
Requested New Freedom Funds	Set aside by Selection Committee for competitive procurement	Recommended New Freedom Funds	\$100,000
Proposed Match		Required Match	\$ 25,000
Total Proposed Project		Revised Total Project	\$125,000

- e. **Company To Be Determined:** Similarly, the Selection Committee also recommends the TPB conduct a competitive procurement for the marketing of the wheelchair-accessible service and for driver training. As with dispatching discussed above, having one company conduct the marketing of the service and the training of the drivers focuses those efforts on the service, not on the companies, and standardizes training for all drivers. Companies interested in submitting a proposal for the marketing and training would be responsible for providing the required match.

Requested		Recommended	
Requested New Freedom Funds	Set aside by Selection Committee for competitive procurement	Recommended New Freedom Funds	\$104,849
Proposed Match		Required Match	\$ 26,212
Total Proposed Project		Revised Total Project	\$131,061

Other New Freedom Projects

- f. **Washington Metropolitan Area Transit Authority Comprehensive Individualized Level of Travel Training Project:** A pilot project to provide comprehensive, individualized travel training for people with disabilities in collaboration with the ENDependence Center of Northern Virginia and Independence Now in Prince George’s and Montgomery Counties. The project will also train people with disabilities who reside in D.C. WMATA’s application stated that the project funding could be scaled down. The Selection Committee recommended that this project be funded on a smaller scale as a pilot to demonstrate the innovative partnership, project feasibility and the relationship to the Metro System Orientations currently offered.

Requested		Recommended	
Requested New Freedom Funds	\$802,305	Recommended New Freedom Funds	\$261,955
Proposed Match	\$309,467	Required Match	\$ 65,489
Total Proposed Project	\$1,111,772	Revised Total Project	\$327,444

- g. **Arlington Agency on Aging Enhanced Transportation Project:** Developed jointly by Arlington County and the City of Alexandria, this project has three components to serve agency clients: 1) providing a home care aide to accompany clients to and from medical appointments; 2) a mobility management service to help clients navigate and coordinate appointments and to make recommendations about the best available transportation services; and 3) providing sensitivity training for cab drivers.

Requested		Recommended	
Requested New Freedom Funds	\$299,916	Recommended New Freedom Funds	\$299,916
Proposed Match	\$246,165	Required Match	\$246,165
Total Proposed Project	\$528,191	Revised Total Project	\$528,191

- h. **D.C. Office on Aging Caregivers Respite Escort Service for Transportation (CREST):** A project to provide a certified home care aide to accompany and assist older adults who have a disability to prepare for and to travel to and from medical appointments.

Requested		Recommended	
Requested New Freedom Funds	\$ 92,235	Recommended New Freedom Funds	\$ 92,235
Proposed Match	\$ 92,235	Required Match	\$ 92,235
Total Proposed Project	\$184,470	Revised Total Project	\$184,470

Next Steps

If the twelve projects as recommended are approved, staff will work with the Task Force and with COG's contracting office to conduct competitive procurements for the centralized dispatch of the wheelchair-accessible cabs and for the marketing and driver training.

Status of FY07 Funds

If all twelve of the above recommended projects are funded:

- All of the FY06 and FY07 New Freedom funds will be obligated (\$1,579,045)
- \$997,766 in FY06 JARC funds will be obligated; \$1,166,432 in FY07 JARC funds would be utilized in the 2009 solicitation and must be obligated by September 30, 2009

2009 Solicitation

The 2009 solicitation will focus on priorities for JARC projects throughout the region and will be conducted from January to April 2009. The Task Force will again be asked to provide direction on priority projects. The Selection Committee recommended that projects that address the unmet needs identified in the Coordinated Plan be emphasized in the next solicitation, including:

- Car sharing
- Expanding transit in underserved neighborhoods
- Expanded Guaranteed Ride Home
- Shuttles to major suburban employment sites

Should you have any questions or concerns, feel free to contact me at timothylovain@aol.com or 202-329-1648 or Beth Newman on the TPB staff at bnewman@mwkog.org or 202-962-3253.

Competitive Selection Criteria

Adopted by the TPB as part of the Coordinated Plan on April 18, 2007

Criteria	Definition and Possible Score
<p>1. To what extent does the project respond to the strategies identified in the Coordinated Plan?</p>	<p>Projects that address multiple strategies will make better use of limited funding and will be weighted more heavily. This criterion considers two issues: how many strategies does the project address (there is a total of four), and how well does it address them? Each strategy addressed should be rated on a scale of 1 to 4, with the maximum of 16 points indicating the project would respond well to each of the four strategies.</p> <p>The four strategies are:</p> <ul style="list-style-type: none"> ▪ Tailor transportation services to better respond to the individual needs of low-income workers, people with disabilities and older adults. ▪ Provide improved, user-friendly information about the types of transportation programs available to special needs populations. ▪ Develop services that increase the reliability and augment existing paratransit and fixed-route service. ▪ Develop and implement new programs to provide additional transportation choices for special needs populations. <p>Maximum Possible Points: 16</p>
<p>2. To what extent does the project demonstrate coordination among various entities?</p>	<p>Service delivery is better where projects are developed and operated with the cooperation and coordination of jurisdictions, agencies, and interested stakeholder organizations. The criterion is defined by multiple jurisdictions, agencies, or stakeholder organizations involved in the project. A maximum score of 16 would be awarded for a project that has three or more partners each in program planning, operations, communications and funding.</p> <p>Maximum Possible Points: 16</p>
<p>3. To what extent does the project demonstrate a new or innovative idea that can be replicated elsewhere in the region?</p>	<p>Projects that comply with the spirit of SAFETEA-LU are those that combine new and innovative ideas, new technologies, and creative sources of financing to address currently unmet needs. Projects that succeed in meeting unmet needs and can be replicated in other jurisdictions are weighted higher. To the extent an existing program demonstrates innovation and replicability (by other jurisdictions or agencies) it would score well in this category. A score of 11 points would be awarded for a project that employs a new and innovative idea and demonstrates excellent prospects for feasibility of replication.</p> <p>Maximum Possible Points: 11</p>

Criteria	Definition and Possible Score
<p>4. To what extent does the project meet a regional transportation need?</p>	<p>Jurisdictions may differ in the services they provide, but the need for programs that address the four strategies identified above is regional. “Regional” means that the project is not limited to single geographic area and ideally would serve the entire urbanized area. Programs that are focused regionally will be scored higher than those that are limited in geographic scope. Projects that are proposed as a pilot project should include narrative of how the proposed project serves a regional need. The maximum 11 points would be awarded to projects that reveal both a comprehensive region-wide service area and distribution of trips provided.</p> <p>Maximum Possible Points: 11</p>
<p>5. To what extent does the project involve the private sector?</p>	<p>Cost-effectiveness is often accomplished with the involvement of the private sector and, as such, they are important partners in project planning and development. This criterion will consider the extent to which private sector is involved in the project – such as in service delivery or project sponsorship (i.e. employer-based van pools). A maximum of 10 points will be awarded for the most involvement by private sector partners.</p> <p>Maximum Possible Points: 10</p>
<p>6. How many individuals with disabilities and/or with limited-incomes does the project propose to serve or benefit?</p>	<p>Applicants will be asked to estimate how many individuals with disabilities and/or individuals with limited incomes the project proposes to serve in the first year. The number of individuals can be estimated in the project proposal, and usage statistics could also be asked for, such as the average number of monthly one-way trips the program hopes to provide. For an infrastructure improvement, an estimate of the number of people living around the improvement who are expected to use it could be provided. Points will be assigned based on the relative number of people to be served or trips expected to be provided.</p> <p>Maximum Possible Points: 11</p>
<p>7. To what extent does the application identify reasonable strategies for on-going funding?</p>	<p>The limited funding available under SAFETEA-LU requires that projects identify other sources of funding to sustain operations in future years. Projects that have identified reasonable strategies for sources of on-going funding after the first grant will be scored the highest.</p> <p>Maximum Possible Points: 11</p>
<p>8. How feasible is the project?</p>	<p>The criterion will explore the feasibility of a project in terms of budget, resources and institutional or administrative support. Does the proposal identify and secure the necessary financial, human and institutional capacity to make the project happen? The more feasible the project proposal, the higher the project will score with this criterion. Success is critical for the coordinated planning efforts and for future appropriations of JARC and New Freedom funds.</p> <p>Maximum Possible Points: 14</p>
<p>TOTAL POSSIBLE POINTS: 100</p>	

2008 Job Access Reverse Commute/New Freedom Selection Committee Members

Hon. Timothy Lovain – Chair (non-voting)

TPB Member

City of Alexandria Councilmember

Chair, Human Service Transportation Coordination Task Force

Deborah Cotter

National Center for Independent Living

National

(People with Disabilities)

The National Council on Independent Living (NCIL) is the longest-running national cross-disability, grassroots organization run by and for people with disabilities. Members of NCIL include the three Centers of Independent Living in the Washington region. NCIL envisions a world in which people with disabilities are valued equally and participate fully. Ms. Cotter is a policy analyst for this non-profit organization.

Chris Hart-Wright

Strive DC

Regional

(Workforce Development)

STRIVE (Support and Training Result in Valuable Employees) assists unemployed individuals in the Washington, DC area in obtaining the skills to get and keep a job. STRIVE DC was established as a response to the overwhelming percentage of residents currently unemployed in the inner-city neighborhoods of our Nation's Capital. Ms. Hart-Wright is the Executive Director of STRIVE DC, which is part of the national network of STRIVE programs.

Carolyn Jeskey

Community Transportation Association of America

National

(Public Transportation; Human Service Coordination)

The Community Transportation Association of America (CTAA) provides information and technical assistance to public and private transportation providers, human service and employment agencies to improve the mobility of persons with disabilities, seniors, veterans and low-income individuals. Ms. Jeskey is the Director of the Joblinks Employment Transportation Initiative, which was developed with help from the Federal Government to improve employment transportation opportunities.

Nancy Mercer

The Arc of Northern Virginia

Northern Virginia

(People with Disabilities)

The Arc of Northern Virginia, an affiliate of the national organization, The Arc, was founded in May of 1962. The Arc of Northern Virginia is known as the leader in providing effective advocacy and indispensable direct services for families, children and adults living with intellectual and developmental disabilities to enable full, welcoming community participation. Ms. Mercer is the Executive Director of this non-profit organization.

Hal Morgan

Taxicab, Paratransit & Limousine Association

National

(Private Providers)

Established in 1917, the Taxicab, Limousine & Paratransit Association (TLPA) is a non-profit trade association of and for the private passenger transportation industry. The mission of TPLA is to provide the membership with a network of programs, services and support that will enhance their ability to effectively serve local public transportation needs. Membership of the TPLA includes taxicab companies, limousine services, airport shuttle fleets, non-emergency medical transportation companies, and paratransit services. Mr. Morgan has been with TPLA for many years and serves as the Director of Research and Education.