

National Capital Region
Transportation
Planning Board

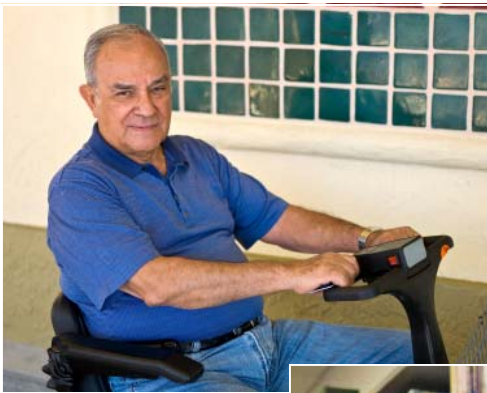
ITEM #7



Project
Solicitation

Federal Transit Administration
Job Access Reverse
Commute & New Freedom

Improving
Mobility
for All



February 1 – April 13, 2011



ITEM #7

Application
Deadline:
April 13, 2011, 2pm
or postmarked by
April 8

Program Descriptions and Funding Available

JARC at a glance:

Goal: To assist low-income commuters in getting to jobs and job-related activities, including training; also for reverse commute services.

- Project Examples:
 - Expanded transit in underserved neighborhoods
 - Expanded vanpool service to suburban employment sites
 - Car loan program for low-income workers

New Freedom at a glance:

Goal: To encourage transportation projects that remove barriers for persons with disabilities and provide transportation “above and beyond” what is required by the Americans with Disabilities Act.

- Project Examples:
 - Volunteer driver programs
 - Personalized travel training on using fixed-route service
 - Escorted transportation or “door-through-door” service

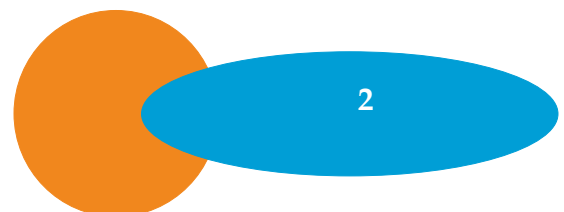
*Each program has Federal program rules that limit project eligibility. For more information on which projects are eligible, please review the FTA program circulars, which can be found under the Resources page on www.tpbcordination.org.

| | Federal Funding | <i>If all Projects are Operating</i> | <i>If all Projects are Capital or Mobility Management</i> |
|-------------|-----------------|--------------------------------------|---|
| | | Total Funding with 50% match: | Total Funding with 20% match: |
| JARC | \$2,530,590 | \$5,061,180 | \$3,163,237 |
| New Freedom | \$1,896,948 | \$3,793,896 | \$2,371,185 |

Who Can Apply?

Organizations eligible to apply for JARC or New Freedom funding include:

- State or local government agencies
- Public transportation operators
- Nonprofit organizations
- Private transportation providers



Visit

www.tpbcoordination.org

for the application and other
important information



Pre-Application Conferences and Deadlines

All applicants **must** attend one of the pre-application conferences the TPB will host. Pre-application conferences are scheduled for February 1, February 17 and March 22, 2011. Information on these conferences—including locations and times and how to RSVP — along with a downloadable copy of the application, is available at www.tpbcoordination.org.

Applications must be hand-delivered by 2:00 p.m. Wednesday, April 13, 2011. Mailed applications will also be accepted and must be postmarked by Friday, April 8, 2011. Late or incomplete applications will not be considered—no exceptions.

Competitive Selection Process

Projects will be selected competitively by an independent selection committee that will include members representing transportation, disability, and workforce development organizations. The TPB developed criteria to guide the selection of projects. These criteria:

- Prioritize projects that address unmet needs
- Reflect the importance of coordination, innovation and replicability
- Stress the importance of serving a regional need and impacting the greatest number of people
- Encourage the involvement of private sector partners

Match Requirement

Capital projects require a 20 percent match and operating projects require a 50 percent match. Mobility management projects, described as projects that improve access to existing transportation services, also qualify for a 20 percent match. Non-DOT federal funds can be used to provide the match for these programs (for example, TANF funds). There is no cap on the amount of funding for which applicants may apply, as long as the appropriate match is provided. For more information on mobility management projects, go to www.tpbcoordination.org.

Applicants are *strongly encouraged* to include at least four months of cash match when developing the budget for their application. Applications without at least four months of cash match will score low on the feasibility criterion.



Priority Projects

The TPB is encouraging coordination among providers by promoting regional projects for the 2011 solicitation. A regional project is defined as providing service in more than two jurisdictions. Complementary priorities have also been identified to support the regional projects, and to provide opportunities for agencies wishing to implement smaller projects in a smaller geographic area.

Organizations may also submit applications for projects that are **not** priority projects. All applications for funding are evaluated through a competitive selection process. More information about the Coordinated Plan and the competitive selection are available at the TPB's Coordination website, www.tpbcoordination.org.

JARC and New Freedom Regional and Complementary Priorities

- ◆ Regional Bus Stop Improvement Program to make bus stops and pedestrian infrastructure safer and more accessible for people with disabilities and low-income commuters
 - General public zone-based neighborhood feeder service to transit hubs
- ◆ Regional Public Transportation Capacity Study to examine availability of public transit in different parts of the region and identify common origins and destinations that could benefit from additional service
 - Taxi vouchers for low-income workers*
- ◆ Door through Door Services for Individuals with Disabilities
- ◆ Wheelchair Accessible Taxi Service Pilot

**Federal rules do not permit JARC or New Freedom funds to purchase transit fares*

For more details on these priority projects, please visit www.tpbcoordination.org.

Contact Us

TPB staff is available to provide technical assistance to applicants. Staff can help you navigate the application and the attachments, and can help you understand the federally-required reporting requirements. TPB staff contacts are:

- Beth Newman, 202-962-3253 or bnewman@mwkog.org
- Wendy Klancher, 202-962-3321 or wklancher@mwkog.org

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Alternative formats of this publication are available upon request. Phone: 202-962-3200 or 202-962-3213 (TDD). Email: accommodations@mwkog.org; For details: www.mwkog.org.