



MEMORANDUM

TO: TPB Technical Committee

FROM: Wendy Klancher, TPB Principal Transportation Planner
Lynn Winchell-Mendy, TPB Transportation Planner
Sergio Ritacco, TPB Transportation Planner

SUBJECT: Status Report on the 2017 Solicitation for Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Grant Applications

DATE: December 28, 2017

This memorandum provides an overview of the TPB's 2017 solicitation for Enhanced Mobility grant applications which began on August 14 and ended on November 3, 2017. A selection committee met in December to review 19 applications requesting over \$13 million in federal Enhanced Mobility funds—over two times the amount available. The TPB officers are reviewing the funding recommendations and after their concurrence, the TPB will be asked to approve the recommendations, anticipated to occur at the January 17, 2018 board meeting. Applicants will be notified about the funding recommendations after the TPB officers concur and prior to the January 17 board meeting.

BACKGROUND

The Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program provides matching grants for transportation for people with disabilities and older adults unable to use or access public transit. COG is the Designated Recipient for this program for the Washington DC-VA-MD Urbanized Area (shown in Figure 1 on page 5; this area is different from the TPB planning area). FTA requires that the COG/TPB Enhanced Mobility funding be used for projects that primarily serve residents in the Washington DC-VA-MD Urbanized Area. The TPB solicits and selects grant applications for funding every other year. For the 2017 solicitation, approximately \$6 million in Federal funds were available. The applicants must match the federal funds: 20 percent for capital or mobility management projects and 50 percent for operating projects.

The TPB approved an update to its Coordinated Human Service Transportation Plan (“Coordinated Plan”) on November 19, 2014 which includes priority projects for the Enhanced Mobility funding, and selection criteria for the competitive selection of grant applications. The selection process is based on the TPB's success with selecting and administering over 70 Enhanced Mobility, Job Access and Reverse Commute (JARC), and New Freedom grants between 2007 and 2016, totaling over \$40 million.

2017 SOLICITATION FOR ENHANCED MOBILITY GRANT APPLICATIONS

The third TPB solicitation for Enhanced Mobility funds was conducted from August 14 through November 3, 2017. The Access for All Advisory Committee confirmed the twelve priority projects

outlined in the Coordinated Plan on May 11, 2017 for the 2017 solicitation. The Coordinated Plan and the [twelve priority projects](#) are available on the Enhanced Mobility website, at www.tpbcoordination.org. Applicants could submit proposals that did not address the priorities, however, proposals that did respond to the priorities received extra points when scored.

More than 2,600 individuals received an email announcing the availability of grant funds. In addition, ads were placed in the August and September editions of the Senior Beacon, a newspaper which is distributed to over 2,300 locations across the region. The grant opportunity was also promoted through TPB News, the Transportation Planning Board's email newsletter, and COG and TPB social media accounts.

TPB staff conducted six pre-application conferences for interested organizations on the application process, the federal requirements, and project eligibility. Conferences were held in Falls Church, Virginia on August 3, Silver Spring, Maryland on August 16, and at COG on August 8, 23, and 29. Over 40 different organizations and agencies attended.

After the solicitation period closed, 19 eligible applications were forwarded to the selection committee for consideration. The federal funding requests totaled over \$13 million, more than two times the amount of funding available. Table 1 lists the 19 applications page 4. The applications fall under the two categories: vehicle acquisition (10 applications) and "all other" projects (9 applications) including mobility management and operating services.

SELECTION COMMITTEE AND PROCESS

After the solicitation period closed, TPB staff thoroughly reviewed the applications they received and when necessary, asked for clarifications or a revised budget from the applicants. TPB staff developed summary materials and scored each application based on the selection criteria described on page 3.

In late December, TPB First Vice Chairman Charles Allen chaired the selection committee meeting. The selection committee was comprised of five people with expertise in aging, disability, transit and human service transportation coordination:

1. Ms. Patrice Earnest, National Association of Area Agencies on Aging (n4a)
2. Mr. Robert Fulk, Alexandria Department of Transportation, DOT Paratransit Program
3. Mr. Travis Johnston, Maryland Transit Administration (MTA)
4. Ms. Susie McFadden-Resper, District of Columbia Office of Disability Rights
5. Mr. Andrew Riddle, Virginia Department of Rail and Public Transportation (DRPT)

After a thoughtful and deliberative process, the selection committee concurred with forwarding the funding recommendations to the TPB officers for concurrence.

SELECTION CRITERIA

The TPB is focused on ensuring that its Enhanced Mobility program funding supports a broad set of services that will have the greatest impact on improving the mobility of people with disabilities and older adults. The TPB's Coordinated Plan outlines selection criteria that places a strong emphasis on applicants who can effectively deliver the services and have the institutional capacity to manage and administer an FTA grant. There are numerous federal requirements under the Enhanced Mobility program. The selection criteria also emphasize an applicant's prior grant performance.

The six-selection criteria and maximum points are listed below.

Selection Criteria for Enhanced Mobility Funding

Criterion	Maximum Points
Coordination among jurisdictions and agencies	25
Responsiveness to the TPB's Coordinated Plan: Priority Projects (up to 12 points) Strategies (up to 8 points)	20
Institutional capacity to manage and administer an FTA grant	20
Project feasibility	15
Regional need	10
Customer focus and input	10
Total	100

FUNDING RECOMMENDATIONS AND NEXT STEPS

The funding recommendations are under review by the TPB officers who have been asked to concur with presenting them for approval to the TPB on January 17, 2018. If approved, approximately \$6 million in FY16 and FY17 Enhanced Mobility funds would be expended.

The next steps include:

- Applicants will be notified of the funding recommendations after the TPB officers concur and prior to the January 17 meeting. Any applicant with a project that isn't recommended for funding would receive a letter with suggestions for strengthening the application for the next solicitation and would be offered the opportunity to receive a debriefing.
- Following the TPB approval, staff will develop the submittal materials for FTA approval. Upon FTA approval, staff will work with the applicants to administer the grants.
- The TPB would conduct the next solicitation for grant applications between August and October 2019.

Should you have any questions or concerns, feel free to contact Wendy Klancher on the TPB staff at wklancher@mwkog.org or 202-962-3321.

Table 1: List of Enhanced Mobility Applications

	Applicant	# of Vehicles Requested	Location	Federal Funds Requested	Match	Total Project
"Other Project" Applications						
1	Capitol Hill Village - Mobility Management	n/a	DC	\$ 531,753	\$ 132,930	\$ 664,683
2	Jewish Council for the Aging (JCA) - Network of Volunteer Drivers	n/a	MD/Regional	\$ 515,540	\$ 128,887	\$ 644,427
3	Montgomery County DOT - Call and Ride Supplemental Assistance	n/a	MD	\$ 554,430	\$ 554,430	\$ 1,108,860
4	The Arc of Northern Virginia - Train the Trainer	n/a	VA/regional	\$ 470,719	\$ 117,679	\$ 588,398
5	Dulles Area Transportation Association (DATA)- Bilingual Training for Spanish Speakers	n/a	VA	\$ 150,330	\$ 37,582	\$ 187,912
6	Fairfax County Dept of Neighborhood & Community Services -Mobility Access Project	n.a	VA	\$ 408,919	\$ 116,081	\$ 525,000
7	City of Rockville- Bus Stop & Sidewalk Improvements	n/a	MD	\$ 396,000	\$ 99,000	\$ 495,000
8	WMATA - MetroAccess Alternatives Training	n/a	Regional	\$ 160,000	\$ 40,000	\$ 200,000
9	Boat People SOS- Travel Training and Resources for Vietnamese Speakers	n/a	VA	\$ 104,960	\$ 56,240	\$ 161,200
Vehicle Acquisition Applications						
10	The Arc of Greater Prince William/INSIGHT, Inc.	5	VA	\$ 218,892	\$ 54,723	\$ 273,615
11	Jewish Council for the Aging (JCA) - Elderbus	2	MD	\$ 471,773	\$ 347,559	\$ 819,332
12	Easter Seals of DC/MD/VA	8	MD/Regional	\$ 1,011,751	\$ 623,654	\$ 1,635,405
13	Community Support Services	11	MD	\$ 374,451	\$ 93,613	\$ 468,064
14	Fairfax County Neighborhood & Community Services- HST Vehicle Replacement	5	VA	\$ 250,000	\$ 62,500	\$ 312,500
15	Every Citizen Has Opportunities, Inc. (ECHO)	4	VA	\$ 210,254	\$ 52,564	\$ 262,818
16	The Arc Prince George's County	25	MD	\$ 964,809	\$ 419,402	\$ 1,384,211
17	University of Maryland, College Park, Paratransit Service	5	MD	\$ 450,279	\$ 318,460	\$ 768,739
18	WMATA - MetroAccess Vehicles	85	Regional	\$ 5,418,750	\$ 956,250	\$ 6,375,000
19	Regency Taxi	12	MD	\$ 375,000	\$ 93,750	\$ 468,750
		162		\$ 13,038,610	\$ 4,305,304	\$ 17,343,914

Federal Funding Requested	\$ 13,038,610
Available	\$ 6,090,826
Difference	\$ 6,947,784

Figure 1: The Washington DC-VA-MD Urbanized Area

