

## **ITEM 7 – Action**

June 19, 2013

Approval of CY 2013 Projects for Funding Under the Job Access and Reverse Commute (JARC) and New Freedom Programs of the Federal Transit Administration (FTA), and of an Amendment of the FY 2013-2018 TIP to Include the Projects

**Staff Recommendation:** Receive briefing on the solicitation and selection process, and approve Resolution R18-2013 to approve CY 2013 projects for funding under the JARC and New Freedom Programs, and to amend the FY 2013-2018 TIP to include the projects.

**Issues:** None

**Background:** In the Fall of 2006 the TPB became the designated recipient of the FTA JARC and New Freedom program funding for the Washington DC-VA-MD Urbanized Area. These funds are for improving mobility options of low-income commuters and persons with disabilities respectively. A project solicitation for JARC and New Freedom funds was conducted from February 12 through April 17. In May, a selection committee for JARC and a selection committee for New Freedom reviewed the project applications and recommended projects to be presented to the TPB for funding approval. Mr. Wojahn chaired both committees. This is the final project solicitation for these programs which were not continued under MAP-21.



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

**RESOLUTION TO APPROVE TEN PROJECTS FOR FUNDING UNDER THE JOB ACCESS REVERSE AND COMMUTE (JARC) AND NEW FREEDOM PROGRAMS OF THE FEDERAL TRANSIT ADMINISTRATION (FTA) FOR CY 2013 AND TO AMEND THE FY2013- 2018 TIP TO INCLUDE THE PROJECTS**

**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 Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP- 21) 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 Service Transportation Plan (“Coordinated 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 to improve access to jobs for low-income persons; and

**WHEREAS**, the New Freedom program provides capital and operating funding for 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 of the JARC and New Freedom programs in the Washington DC-VA-MD Urbanized Area; and

**WHEREAS**, the Coordinated 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, as well as participation by members

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, 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 adopted an Update to the Coordinated Human Service Transportation Plan at its regular meeting on December 16, 2009 (R13-2010); and

**WHEREAS**, the TPB has approved 59 projects for funding under the Job Access Reverse Commute (JARC) and New Freedom Programs since 2007;

**WHEREAS**, a solicitation for JARC and New Freedom projects was conducted from February 12 through April 17, 2013, during which approximately 1,500 organizations and agencies received an email announcement and brochure announcing the availability of transportation funds; and

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

**WHEREAS**, the JARC selection committee and the New Freedom selection committee recommended a total of ten projects for funding based on their review and evaluation; and

**WHEREAS**, the ten projects recommended for funding are described in the attached memorandum;

**WHEREAS**, the attached FY2013-2018 TIP amendment includes the project information for these ten projects;

**NOW, THEREFORE, BE IT RESOLVED THAT** the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the ten projects described in the attached memorandum and TIP amendment for funding under the Job Access and Reverse Commute (JARC) and New Freedom Programs of the Federal Transit Administration and amends the FY2013-2018 TIP to include the projects.

# National Capital Region Transportation Planning Board

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June 13, 2013

**To:** Transportation Planning Board

**From:** Patrick Wojahn, TPB Second Vice Chair  
Chair, TPB Human Service Transportation Coordination Task Force  
Councilmember, City of College Park, MD

**Subject:** Grant Recommendations for Funding Under the Job Access and Reverse Commute (JARC) and New Freedom Programs

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I am pleased to present to the TPB for approval 10 endorsed grant recommendations for funding under the Job Access Reverse and Commute (JARC) and New Freedom programs of the Federal Transit Administration (FTA). These grant recommendations are the result of a federally-mandated competitive selection process, described below, which I chaired. With the TPB approval of these 10 grants, all of the remaining JARC and New Freedom federal funds will be expended: \$1,318,405 in JARC and \$727,498 in New Freedom funds.

The TPB is the designated recipient for two Federal Transit Administration programs under SAFETEA-LU: 1) Job Access and Reverse Commute, which provides funding for low-income workers to reach employment and employment training activities; and 2) New Freedom, which funds transportation services for persons with disabilities. The federal funds are required to be matched with other sources of funding provided by the grant recipients: 20 percent for capital projects and 50 percent for operating projects. As the designated recipient of these program funds, the TPB is able to fund projects to implement its Coordinated Human Service Transportation Plan ("Coordinated Plan"), which includes selection criteria for the federally-required competitive selection of projects. An Updated Coordinated Plan was approved by the TPB on December 16, 2009. The eight selection criteria from the Coordinated Plan are used to score and rank applications; a copy of the selection criteria is attached.

## **MAP-21 and Changes to JARC and New Freedom Programs**

The 2013 JARC and New Freedom solicitation is the final solicitation for these programs. On October 1, 2012, the transportation law Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) went into effect, bringing significant changes to the federal programs through which funding for transportation-disadvantaged individuals is delivered. MAP-21 eliminated the JARC Program and combined the New Freedom and Section 5310 Elderly and Disabled Program into the *new* Section 5310 Enhanced Mobility Program for persons with disabilities and older adults. The FY13 Enhanced Mobility apportionment for the Washington, DC-VA-MD Urbanized Area is \$2,805,558.

At the March 20 meeting, the TPB approved sending a formal request to the Governor of Maryland, the Governor of Virginia, and the Mayor of the District of Columbia that the Metropolitan Washington Council of Governments, as the administrative agent for the TPB, be named the Designated Recipient for the Enhanced Mobility program in the Washington DC-VA-MD Urbanized Area. This request for COG to be the Designated Recipient was at the recommendation of the Maryland Department of Transportation (MDOT), Maryland Transit Administration (MTA), District of Columbia Department of Transportation (DDOT) and the Virginia

Department of Rail & Public Transportation (VDRPT). To date the TPB has received the designation letter from the Governor of Virginia and is waiting on the letters from D.C. and Maryland.

As the Designated Recipient, the TPB will be responsible for updating the Coordinated Human Service Transportation Plan, soliciting for projects, grants administration and oversight. TPB staff expects that the first solicitation for Section 5310 Enhanced Mobility grant projects for people with disabilities and older adults will occur in the January to April 2014 timeframe.

### **Prior Year Solicitations**

Since 2007, the TPB has awarded 59 grants totaling \$21 million to support a range of projects such as travel training on how to use the bus and rail system, wheelchair-accessible taxis, low-interest car loan programs, reverse commute bus services and door through door transportation services. A complete list of the 50 grants awarded between 2007 and 2011 is available at [http://www.mwcog.org/tpbcoordination/documents/JARCNEF\\_2011\\_FundedProjects.pdf](http://www.mwcog.org/tpbcoordination/documents/JARCNEF_2011_FundedProjects.pdf).

The solicitations have become more competitive. In the 2011 and 2012 solicitations, the requested funds were double or triple the amount of the available grant funds. In this final solicitation, the JARC funds requested were almost twice the amount of available grant funds, and \$250,000 in New Freedom funds were requested over and above the funds available.

### **2013 Solicitation for JARC and New Freedom Projects**

The TPB solicitation for JARC and New Freedom funds was conducted from February 12 through April 17, 2013. Approximately 1,500 organizations or agencies received a brochure or email announcing the availability of grant funds. TPB staff conducted four 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 30 different organizations and agencies.

The Task Force identified the following four priorities for the 2013 solicitation: (Applicants may also submit proposals for projects that are not priorities, and the priority projects do not receive extra points during the selection process.)

- Taxi Vouchers
- Car loan and car donation programs in areas not well served by transit
- Travel Training
- Accessible taxi pilot

The priorities were released for public comment via the TPB website in December 2012. No comments were received in response to the priorities. At the conclusion of the solicitation period, 13 complete applications were received: 8 applications for JARC funding and 5 applications for New Freedom funding.

### **Selection Committee and Selection Process**

Two Selection Committees were convened this year to separate the review of JARC and New Freedom projects. I chaired both committees, which were comprised of three people each from local, state and national agencies and organizations representing disability, workforce development, transit and private provider expertise. The Selection Committee members were:

JARC

1. Kermit Kaleba, DC Workforce Investment Council
2. Carolyn Jeskey, Community Transportation Association of America, National Job Access specialist
3. Steve Yaffe, Arlington County Transit Services

New Freedom

1. Ricky DeGraffenreid, Maryland Transit Administration
2. Susie McFadden-Resper, DC Office of Disability Rights
3. Jeanna Muhoro, Fairfax County Neighborhood & Community Services, Human Service Transportation

Each member reviewed and scored the applications using the TPB-approved selection criteria (attached). Each Selection Committee convened twice and, after thoughtful and deliberative processes, recommended that 6 out of 8 JARC applications be funded, and 4 out of 5 New Freedom applications be funded. The following tables provide a summary of the applications and the recommended grant awards. Where applicable, the narrative includes the priorities met by each application. The chart at the end of this memo describes the applications that are not recommended for funding.

**Recommended projects**

The following 6 projects were recommended for funding by the JARC Selection Committee:

1. **Doorways for Women & Families:** Funding to assist residents of shelters and transitional housing programs in Northern Virginia with taxi vouchers to attend job training, conduct job searches or reach employment locations. Taxi vouchers were a priority in this year’s solicitation.

Requested		Recommended	
Requested JARC Funds	\$20,000	Recommended JARC Funds	\$20,000
Proposed Match	\$20,000	Required Match	\$20,000
Total Proposed Project	\$40,000	Revised Total Project	\$40,000

2. **Dulles Area Transportation Association Rotating Rideshare Coordinator project:** Funding to continue a mobility management coordinator to serve employment sites in the Dulles corridor who will provide assistance to low-income employees in forming or maintaining carpools, and who will meet with employers about the viability of forming vanpools and improving transit use, where appropriate. The funding was reduced to an amount identified in the application due to the very competitive nature of the JARC proposals in this solicitation.

Requested		Recommended	
Requested JARC Funds	\$241,594	Recommended JARC Funds	\$150,000
Proposed Match	\$ 59,554	Required Match	\$ 37,500
Total Proposed Project	\$301,148	Revised Total Project	\$187,500

3. **Skill Source Group Road to Employment Project:** Funding to support the operating costs of providing a shuttle that will transport participants in the Fairfax County Pre-Release Employment Center to and

from job sites that are not transit accessible. The funding was reduced to an amount identified in the application due to the very competitive nature of the JARC proposals in this solicitation.

Requested		Recommended	
Requested JARC Funds	\$179,808	Recommended JARC Funds	\$125,127
Proposed Match	\$179,808	Required Match	\$125,127
Total Proposed Project	\$359,616	Revised Total Project	\$250,254

- 4. Family Matters of Greater Washington Ways to Work Program:** Funding to support the agency’s Ways to Work Program, which works with low-income working families to help them obtain affordable car loans. The program will serve individuals in Southeast D.C. and Prince George’s County with limited access to public transit that meets their reverse commute and child-care related transportation needs. Car loan projects were a priority in this year’s solicitation; however, the funding was reduced to an amount accepted by the agency due to the very competitive nature of the JARC proposals in this solicitation.

Requested		Recommended	
Requested JARC Funds	\$477,178	Recommended JARC Funds	\$224,000
Proposed Match	\$369,178	Required Match	\$116,000
Total Proposed Project	\$846,356	Revised Total Project	\$340,000

- 5. Northern Virginia Family Service Vehicles for Change Program:** Funding to continue the Vehicles for Change program, which provides donated vehicles to low-income working families for a program fee. The project operates throughout Northern Virginia and benefits families with limited access to transit. Car donation projects were a priority in this year’s solicitation; however, the funding was reduced to an amount accepted by the agency due to the very competitive nature of the JARC proposals in this solicitation.

Requested		Recommended	
Requested JARC Funds	\$1,009,866	Recommended JARC Funds	\$ 748,000
Proposed Match	\$ 390,446	Required Match	\$ 286,410
Total Proposed Project	\$1,400,312	Revised Total Project	\$1,034,410

- 5. Northern Virginia Family Service Training Futures Program:** Funding to support the operation of a shuttle service to the Training Futures job training site in Manassas from commuter stops within a 10-mile radius. Training Futures is a 23-week workforce development program that offers low-income adults on-the-job training through Northern Virginia Community College. The training program is expanding into Prince William County as of June 2013.

Requested		Recommended	
Requested JARC Funds	\$ 51,278	Recommended JARC Funds	\$ 51,278
Proposed Match	\$ 51,278	Required Match	\$ 51,278
Total Proposed Project	\$102,556	Revised Total Project	\$102,556

The following 4 projects were recommended for funding by the New Freedom Selection Committee:



- a. **City of Alexandria Pedestrian Mobility Enhancements:** Funding for the design and construction of pedestrian safety upgrades at four intersections in the City of Alexandria; the improvements will improve access for persons with disabilities, and include upgraded curb ramps, installation of pedestrian signals with count-downs and audible features, upgrading marking to high visibility crosswalks, installing curb extensions to shorten crossing distances, and installing bus stop amenities such as benches.

Requested		Recommended	
Requested New Freedom Funds	\$320,000	Recommended New Freedom Funds	\$320,000
Proposed Match	\$ 80,000	Required Match	\$ 80,000
Total Proposed Project	\$400,000	Revised Total Project	\$400,000

- b. **Yellow Cab of Prince William County Accessible Taxi Pilot:** Funding for the purchase of four wheelchair-accessible vehicles to operate as accessible taxi service in Prince William County and North Stafford County. Wheelchair accessible taxis were a priority in this year’s solicitation. The amount of funding recommended was increased to better reflect the cost of purchasing the vehicles following FTA procurement rules, but the scope of the project remains unchanged from the original request.

Requested		Recommended	
Requested New Freedom Funds	\$ 81,555	Recommended New Freedom Funds	\$125,000
Proposed Match	\$ 20,389	Required Match	\$ 31,250
Total Proposed Project	\$101,944	Revised Total Project	\$156,250

- c. **Liberty Transportation rollDC Continuation:** Funding for the expansion and continuation of rollDC, the wheelchair accessible taxicab pilot project in DC. The project was originally funded with a New Freedom grant in 2008. In the two and a half years the service has been available, the company has experienced a steady increase in demand. Funding under this grant would support the purchase of three additional wheelchair-accessible minivans and provide operating funds for driver incentives, insurance and other operating costs. Match funding for this project has been committed by the D.C. Council. Wheelchair accessible taxis were a priority in this year’s solicitation; however, the funding was reduced to an amount identified in the application due to the competitive nature of the New Freedom proposals in this solicitation.

Requested		Recommended	
Requested New Freedom Funds	\$250,347	Recommended New Freedom Funds	\$191,030
Proposed Match	\$100,582	Required Match	\$ 85,753
Total Proposed Project	\$350,929	Revised Total Project	\$276,783

- d. **DC Office on Aging Door-through-Door Project:** Funding for continuation of the Caregivers Respite Escort Service for Transportation (CREST) program, which provides 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	\$ 91,468	Recommended New Freedom Funds	\$ 91,468
Proposed Match	\$ 91,468	Required Match	\$ 91,468
Total Proposed Project	\$182,936	Revised Total Project	\$182,937

## **Next Steps**

If all 10 of the above recommended grants are funded, all of the remaining JARC and New Freedom funds will be expended: \$1,318,405 in JARC and \$727,498 in New Freedom funds.

As noted previously, the TPB is in the process of being designated as the recipient of Section 5310 Enhanced Mobility funds under MAP-21. As the Designated Recipient, the TPB will be responsible for conducting solicitations, selecting projects for funding, and administering and monitoring federal grant funds under the program.

The Human Service Transportation Coordination Task Force will convene its regular meeting schedule in the fall, and will be asked to update the Coordinated Human Service Transportation Plan in light of the changes to the federal programs. The Task Force will also be asked to help plan for the solicitation for Enhanced Mobility funding that is anticipated to occur in early 2014.

Applications Not Recommended for Funding				Reason
Applicant	Project	Funding Requested	Program	Selection Committee Rationale
Service Source,	Ride Share	\$259,423 in federal funds, requiring a match of \$259,423	JARC	Low scoring application; Concerns about the sustainability of the project beyond the JARC funds; service not well defined
Home Care Partners	Home-to-Work Travel Reimbursement	\$140,000 in federal funds, requiring a match of \$140,000	JARC	Low scoring application; concerns about sustainability of subsidizing employee transportation with grant funds
DC Center for Independent Living	Travel Training Expansion	\$237,418 in federal funds, requiring a match of \$59,355	New Freedom	Low scoring application; concerns about duplication of effort to develop a train-the-trainer curriculum for public schools regarding 2012 New Freedom grant awarded to The Arc of Northern VA



## Description of Selection Criteria

Criteria	Definition and Possible Score	Total Score
<p><b>1. To what extent does the project respond to the strategies identified in the Coordinated Plan?</b></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><b>Maximum Possible Points: 16</b></p>	
<p><b>2. To what extent does the project demonstrate coordination among various entities?</b></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><b>Maximum Possible Points: 16</b></p>	
<p><b>3. To what extent does the project demonstrate a new or innovative idea that can be replicated elsewhere in the region?</b></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><b>Maximum Possible Points: 11</b></p>	
<p><b>4. To what extent does the project meet a regional transportation need?</b></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><b>Maximum Possible Points: 11</b></p>	

Criteria	Definition and Possible Score	Total Score
<p><b>5. To what extent does the project involve the private sector?</b></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><b>Maximum Possible Points: 10</b></p>	
<p><b>6. How many individuals with disabilities and/or with limited-incomes does the project propose to serve or benefit?</b></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><b>Maximum Possible Points: 11</b></p>	
<p><b>7. To what extent does the application identify reasonable strategies for on-going funding?</b></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><b>Maximum Possible Points: 11</b></p>	
<p><b>8. How feasible is the project?</b></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><b>Maximum Possible Points: 14</b></p>	
	<p><b>TOTAL POSSIBLE POINTS: 100</b></p>	

**TRANSPORTATION PLANNING BOARD  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
<b>Human Service Transportation Coordination</b>										
<b>JARC and New Freedom Programs</b>										
TIP ID: 5408	Agency ID:	Title: <b>New Freedom Program</b>							Complete:	

Facility:	Section 5317	100/0/0	2,277	e						2,277
From:										
To:										
									<b>Total Funds: 2,277</b>	

Description: The New Freedom program provides funding for transportation programs and services that go above and beyond what is required by the Americans with Disabilities Act (ADA).

Subrecipient	Program Description	Total Project Cost (\$1,000s)	Federal Share	Location
City of Alexandria Pedestrian Mobility Enhancements	Funding for the design and construction of pedestrian safety upgrades at four intersections in the City of Alexandria; improvements include upgraded curb ramps, installation of pedestrian signals with count-downs and audible features, upgrading marking to high visibility crosswalks, installing curb extensions to shorten crossing distances, and installing bus stop amenities such as benches.	\$400	\$320	City of Alexandria
Yellow Cab of Prince William County Accessible Taxi Pilot	Funding for the purchase of four wheelchair-accessible vehicles to operate as accessible taxi service in Prince William County and North Stafford County. This project was a priority in this year's solicitation. The amount of funding recommended was increased to better reflect the cost of purchasing the vehicles following FTA procurement rules, but the scope of the project remains unchanged from the original request.	\$156	\$125	Prince William and Northern Stafford Counties
Liberty Transportation rollDC Continuation	Funding for the expansion and continuation of rollDC, the wheelchair accessible taxicab pilot project in DC. The project was originally funded with a New Freedom grant in 2008. In the two and a half years the service has been available, the company has experienced a steady increase in demand. Funding under this grant would support the purchase of three additional wheelchair-accessible minivans and provide additional operating funds. Match funding for this project has been committed by the D.C. Council. This project was a priority in this year's solicitation; however, the funding was reduced to an amount identified in the application due to the competitive nature of the New Freedom proposals in this solicitation.	\$277	\$191	Washington, DC
DC Office on Aging Door-through-Door Project	Funding for continuation of the Caregivers Respite Escort Service for Transportation (CREST) program, which provides a certified home care aide to accompany and assist older adults who have a disability to prepare for and travel to and from medical appointments.	\$183	\$91	Washington, DC

<b>Amendment: Update Project Description</b>	<b>Requested on: 6/19/2013</b>
Update project description to include the four projects above awarded New Freedom funding for FY 2013.	

**TRANSPORTATION PLANNING BOARD  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
TIP ID: <b>5407</b>		Agency ID:		Title: <b>Job Access and Reverse Commute (JARC) Program</b>						Complete:	
Facility:	Section 5316	100/0/0		3,065	e					3,065	
From:	(JARC)										
To:										<b>Total Funds: 3,065</b>	

Description: The goal of the JARC program is to improve access to job sites and employment-related activities for people who are transitioning from welfare to work or for others with limited incomes.

Subrecipient	Program Description	Total Project Cost (\$1,000s)	Federal Share	Location
Doorways for Women & Families	Funding to assist residents of shelters and transitional housing programs in Northern Virginia with taxi vouchers to attend job training, conduct job searches or reach employment locations. Taxi vouchers were a priority in this year's solicitation.	\$40	\$20	Northern Virginia
Dulles Area Transportation Association Rotating Rideshare Coordinator Project	Funding to continue a mobility management coordinator to serve employment sites in the Dulles corridor who will provide assistance to low-income employees in forming or maintaining carpools, and who will meet with employers about the viability of forming vanpools and improving transit use, where appropriate. The funding was reduced to an amount identified in the application due to the very competitive nature of the JARC proposals in this solicitation.	\$188	\$150	Dulles Corridor
Skill Source Group Road to Employment Project	Funding to support the operating costs of providing a shuttle that will transport participants in the Fairfax County Pre-Release Employment Center to and from job sites that are not transit accessible. The funding was reduced to an amount identified in the application due to the very competitive nature of the JARC proposals in this solicitation.	\$250	\$125	Fairfax County
Family Matters of Greater Washington Ways to Work Program	Funding to support the agency's Ways to Work Program, which works with low-income working families to help them obtain affordable car loans. The program will serve individuals in Southeast D.C. and Prince George's County with limited access to public transit that meets their reverse commute and child-care related transportation needs. This project was a priority in this year's solicitation; however, the funding was reduced to an amount accepted by the agency due to the very competitive nature of the JARC proposals in this solicitation.	\$340	\$224	Washington, DC and Prince George's County
Northern Virginia Family Service Vehicles for Change Program	Funding to continue the Vehicles for Change program, which provides donated vehicles to low-income working families for a program fee. The project operates throughout Northern Virginia and benefits families with limited access to transit. This project was a priority in this year's solicitation; however, the funding was reduced to an amount accepted by the agency due to the very competitive nature of the JARC proposals in this solicitation.	\$1,034	\$748	Northern Virginia
Northern Virginia Family Service Training Futures Program	Funding to support the operation of a shuttle service to the Training Futures job training site in Manassas from commuter stops within a 10-mile radius. Training Futures is a 23-week workforce development program that offers low-income adults on-the-job training through Northern Virginia Community College. The training program is expanding into Prince William County as of June, 2013.	\$103	\$51	Northern Virginia

**Amendment: Update Project Description** **Requested on: 6/19/2013**  
 Update project description to include the six projects above awarded JARC funding for FY 2013.