

ITEM 8 - Action

June 15, 2011

Approval of CY 2011 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 solicitation and selection process and approve Resolution R20-2011 to approve CY 2011 projects for funding under the JARC and New Freedom Programs.

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 1 through April 13. In April and May, a selection committee chaired by Mr. Wojahn reviewed the project applications and recommended projects to be presented to the TPB for funding approval.

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

**RESOLUTION TO APPROVE FIFTEEN PROJECTS FOR FUNDING UNDER THE
JOB ACCESS REVERSE COMMUTE (JARC) AND NEW FREEDOM PROGRAMS OF
THE FEDERAL TRANSIT ADMINISTRATION FOR CY 2011**

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 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 thirty-five 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 1 through April 13, 2011, during which approximately 1,800 organizations and agencies received a brochure or email announcing the availability of transportation funds; and

WHEREAS, three 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 three times in May to review the applications for completeness and evaluate them against the selection criteria; and

WHEREAS, the selection committee recommended fifteen projects for funding based on its review and evaluation; and

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

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

National Capital Region Transportation Planning Board

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June 9, 2011

To: Transportation Planning Board

From: Patrick Wojahn, Selection Committee Chair
TPB Human Service Transportation Coordination Task Force Interim Chair
Councilmember, City of College Park, MD

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

I am pleased to present to the TPB for approval 15 endorsed project recommendations for funding under the Job Access Reverse Commute (JARC) and New Freedom programs of the Federal Transit Administration (FTA). These recommendations are the result of a federally-mandated competitive selection process, described below, which I chaired. This year's solicitation was the most competitive of the past five years, with funding requests more than twice the amount of federal funds available, and required that the Selection Committee make a number of difficult choices.

The TPB is the designated recipient for two Federal Transit Administration programs: 1) Job Access Reverse Commute, which provides funding for low-income workers to reach employment and employment training activities and for reverse commute activities; and 2) New Freedom, which funds transportation services for persons with disabilities. 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.

Prior Year Solicitations

Since 2007, the TPB has awarded 35 grants totaling approximately \$10 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 prior projects funded is attached.

2011 Solicitation for JARC and New Freedom Projects

Based on feedback received from the TPB at the conclusion of the 2010 solicitation, preparations for the 2011 solicitation focused on identifying regional projects that could make a larger impact and that could encourage coordination among multiple agencies and/or jurisdictions. The Human Service Transportation Coordination Task Force (Task Force), which establishes priority projects for each annual solicitation and conducts outreach to promote the solicitation, spent its fall meetings discussing and identifying regional projects and small, complementary projects to include as solicitation priorities.

The TPB solicitation for JARC and New Freedom funds was conducted from February 1 through April 13, 2011. 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 three 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 20 different organizations and agencies.

The Task Force identified four regional priorities for the 2011 solicitation, which are listed below. Applicants may also submit proposals for projects that are not priorities, and the priority projects do not receive extra points during the selection process.

- Regional bus stop improvement program to make bus stops and pedestrian infrastructure safer and more accessible for people with disabilities and low-income commuters
- Regional public transportation capacity study to examine the availability of public transit in different parts of the region and to identify common origins and destinations that could benefit from additional service
- Door through door services for individuals with disabilities
- Wheelchair accessible taxi service pilot in jurisdictions where they are currently not available

The priorities were released for public comment via the TPB website in December 2010. Four comments were received in response to the priorities: supporting the regional bus stop improvement program, the expansion of the wheelchair accessible taxicab pilot project, taxi vouchers and travel training.

At the conclusion of the solicitation period, 24 complete applications were received: 13 applications for JARC funding and 11 applications for New Freedom funding. The 24 applications requested twice as much in Federal funds as was available in the solicitation. Funding recommendations were made by the Selection Committee based on the responsiveness to and consistency with the selection criteria and the priorities in the Coordinated Plan.

The Selection Committee recommended that, of the 24 applications received, 12 be funded at the level of funds requested, one be funded at a greater level to ensure needs are adequately addressed, two be funded at a reduced amount and nine not be funded. The 15 proposals that are recommended for funding provide balanced geographic coverage. The applicants whose proposals were not recommended for funding will receive letters explaining how their applications may be strengthened for the next solicitation. A table is attached that describes the applications that are not recommended for funding.

Selection Committee and Selection Process

I chaired the Selection Committee of six people that was comprised of national and local organizations representing disability, workforce development, transit and private provider expertise. The Selection Committee members are:

1. Michael Artson, Fastran Fairfax County
2. Carolyn Jeskey, Community Transportation Association of America, JARC Specialist
3. Harold Morgan, Taxicab, Limousine & Paratransit Association
4. Gwen Rubinstein, Washington Area Women's Foundation, Workforce Development

5. Neil Sherman, Virginia Department of Rail & Public Transportation
6. Joyce Taylor, The Arc of Montgomery County, Disability Specialist

Each member reviewed and scored the applications using the TPB-approved selection criteria. The Selection Committee convened three times 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 15 projects 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.

Recommended projects

The following 15 projects were recommended for funding by the Selection Committee.

1. JARC projects (8 projects):

- a. **Doorways for Women & Families Temporary Assistance Vouchers:** 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.

| Requested | | Recommended | |
|------------------------|----------|------------------------|----------|
| Requested JARC Funds | \$39,936 | Recommended JARC Funds | \$39,936 |
| Proposed Match | \$39,936 | Required Match | \$39,936 |
| Total Proposed Project | \$79,872 | Revised Total Project | \$79,872 |

- b. **Home Care Partners Transportation Assistance Program:** Funding to provide transportation subsidies for home care aides who commute by personal vehicle to the homes of their clients in the DC metropolitan area not conveniently located with respect to public transit. The gas cards will provide approximately \$16 per month to the aides in transportation assistance.

| Requested | | Recommended | |
|------------------------|------------|------------------------|------------|
| Requested JARC Funds | \$ 140,000 | Recommended JARC Funds | \$ 140,000 |
| Proposed Match | \$ 140,000 | Required Match | \$ 140,000 |
| Total Proposed Project | \$ 280,000 | Revised Total Project | \$ 280,000 |

- c. **Northern Virginia Family Service Ways to Work Program:** Funding to continue the Ways to Work program, which provides low-interest loans to low-income working families. The project has operated throughout Northern Virginia since 1998 and benefits families with limited access to transit.

| Requested | | Recommended | |
|------------------------|-----------|------------------------|-----------|
| Requested JARC Funds | \$ 58,382 | Recommended JARC Funds | \$ 58,382 |
| Proposed Match | \$ 58,382 | Required Match | \$ 58,382 |
| Total Proposed Project | \$116,764 | Revised Total Project | \$116,764 |

- d. **Skill Source Group, Inc. Road to Employment Project:** Funding to support the operating costs only of a vehicle to provide transportation to and from job sites in Northern Virginia for low-income individuals re-entering the community after incarceration.

| Requested | | Recommended | |
|------------------------|-----------|------------------------|-----------|
| Requested JARC Funds | \$ 53,580 | Recommended JARC Funds | \$ 53,580 |
| Proposed Match | \$ 53,580 | Required Match | \$ 53,580 |
| Total Proposed Project | \$107,160 | Revised Total Project | \$107,160 |

- e. **University of Maryland Public Transportation Capacity Study:** Funding to conduct a regional study that would: a) conduct a socio-demographic and geographic analysis of low-income individuals in the Washington region and the locations of entry-level jobs; b) measure their accessibility to private and public transportation and look at how issues like trip chaining impact the ability to use public transportation; c) propose recommendations for improving transportation options based on the empirical analysis; and d) quantify the benefits that would derive from an integrated plan for improved public transportation service. The capacity study was a priority project in this year's solicitation.

| Requested | | Recommended | |
|------------------------|-----------|------------------------|-----------|
| Requested JARC Fund | \$139,189 | Recommended JARC Funds | \$159,189 |
| Proposed Match | \$ 33,050 | Required Match | \$ 39,797 |
| Total Proposed Project | \$172,239 | Revised Total Project | \$198,986 |

- f. **Dulles Area Transportation Association Rotating Rideshare Coordinator project:** Funding to establish a mobility management coordinator to serve up to 20 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.

| Requested | | Recommended | |
|------------------------|-----------|------------------------|-----------|
| Requested JARC Fund | \$181,878 | Recommended JARC Funds | \$181,878 |
| Proposed Match | \$ 45,470 | Required Match | \$ 45,470 |
| Total Proposed Project | \$227,348 | Revised Total Project | \$227,348 |

- g. **Montgomery County Department of Transportation Bike Sharing Project:** Funding to establish a bike sharing pilot project, in partnership with Capital Bikeshare, to install 20 bike sharing stations and 200 bicycles within the Rockville and Shady Grove areas. Annual membership and usage fees will be waived for low-income workers who meet program guidelines. Funding would be granted for capital purchase and operating costs.

| Requested | | Recommended | |
|------------------------|-------------|------------------------|-------------|
| Requested JARC Fund | \$1,288,000 | Recommended JARC Funds | \$1,288,000 |
| Proposed Match | \$ 688,000 | Required Match | \$ 688,000 |
| Total Proposed Project | \$1,976,000 | Revised Total Project | \$1,976,000 |

- h. Prince George’s County Department of Public Works & Transportation Oxon Hill Circulator:** Funding to continue shuttle bus service from the Southern Avenue Metrorail station to Gaylord National Resort and Convention Center at National Harbor. The shuttle will provide early morning service to assist workers employed at National Harbor to take public transportation.

| Requested | | Recommended | |
|------------------------|-------------|------------------------|-------------|
| Requested JARC Fund | \$ 548,000 | Recommended JARC Funds | \$ 548,000 |
| Proposed Match | \$ 548,000 | Required Match | \$ 548,000 |
| Total Proposed Project | \$1,096,000 | Revised Total Project | \$1,096,000 |

2. New Freedom projects (7 projects):

- a. **Prince William County Area Agency on Aging Vehicle:** Funding to purchase a 12-passenger accessible bus to be used by the Agency on Aging and its Human Services Transportation Initiative partners: Prince William Community Services and the Prince William Department of Public Works to provide persons with disabilities with transportation to agency services.

| Requested | | Recommended | |
|-----------------------------|----------|-------------------------------|----------|
| Requested New Freedom Funds | \$40,000 | Recommended New Freedom Funds | \$40,000 |
| Proposed Match | \$10,000 | Required Match | \$10,000 |
| Total Proposed Project | \$50,000 | Revised Total Project | \$50,000 |

- b. **DC Office on Aging Door-Through-Door Service:** 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. Door-through-door service was a priority project in this year's solicitation.

| 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 | \$182,936 |

- c. **Skill Source Group, Inc. Ticket to Work Initiative:** Funding for taxi vouchers and gas cards to support the employment-related transportation needs of jobseekers who have disabilities throughout the metro region. Ticket to Work is a program of the Social Security Administration that provides support services to individuals with disabilities to assist them in obtaining employment.

| Requested | | Recommended | |
|-----------------------------|----------|-------------------------------|----------|
| Requested New Freedom Funds | \$41,000 | Recommended New Freedom Funds | \$41,000 |
| Proposed Match | \$41,000 | Required Match | \$41,000 |
| Total Proposed Project | \$82,000 | Revised Total Project | \$82,000 |

- d. **Boat People SOS Transportation for Seniors with Disabilities:** Continuation of funding for the agency's senior transportation program that provides individualized travel training and taxi vouchers for individuals in need of same-day transportation services to Vietnamese seniors with disabilities in Northern Virginia.

| Requested | | Recommended | |
|-----------------------------|-----------|-------------------------------|-----------|
| Requested New Freedom Funds | \$203,600 | Recommended New Freedom Funds | \$203,600 |
| Proposed Match | \$ 52,400 | Required Match | \$ 52,400 |
| Total Proposed Project | \$256,000 | Revised Total Project | \$256,000 |

- e. **Columbia Lighthouse for the Blind Travel Training project:** Funding for the continuation of the mobility and travel training project for visually impaired and blind consumers, and adding travel training for deaf-blind consumers throughout Northern Virginia, Suburban Maryland and DC. The project also includes funding to introduce an internship program to train Orientation &

Mobility Specialists in providing specialized travel training services to visually impaired and blind consumers.

| Requested | | Recommended | |
|-----------------------------|-----------|-------------------------------|-----------|
| Requested New Freedom Funds | \$184,413 | Recommended New Freedom Funds | \$184,413 |
| Proposed Match | \$ 46,104 | Required Match | \$ 46,104 |
| Total Proposed Project | \$230,517 | Revised Total Project | \$230,517 |

- f. **Washington Metropolitan Area Transit Authority Regional Bus Stop Accessibility and Access Improvement Program:** Funding to hire a consultant to prioritize a list of bus stops for completion and for funding to make improvements to 50 bus stops. Highest priority will be given to bus stops for which specific requests for improvements have been received by WMATA's Office of ADA Programs. Improvements include accessible pathways, improved lighting, installation of bus shelters and/or benches and better signage and information, including real-time information about when buses will arrive. The funding was reduced to an amount identified in the application due to the very competitive nature of the New Freedom proposals in this solicitation.

| Requested | | Recommended | |
|-----------------------------|-------------|-------------------------------|-------------|
| Requested New Freedom Funds | \$1,896,948 | Recommended New Freedom Funds | \$ 996,200 |
| Proposed Match | \$ 474,237 | Required Match | \$ 249,050 |
| Total Proposed Project | \$2,371,185 | Revised Total Project | \$1,245,250 |

- g. **Accessible Taxi, Inc. Accessible Taxis for Prince George's County:** Funding to procure seven modified minivans to operate as wheelchair accessible taxicab service throughout Prince George's County. The grant award is contingent upon: a) obtaining the appropriate operating licenses within nine months of the date of the TPB's award letter; and b) demonstration by the applicant and the County regulatory body of coordination on operational and institutional parameters to ensure private-pay customers have access to the accessible taxi service. The award has been scaled from the original request to test the service as a pilot project and due to the competitive nature of the New Freedom proposals in this solicitation.

| Requested | | Recommended | |
|-----------------------------|-----------|-------------------------------|-----------|
| Requested New Freedom Funds | \$524,568 | Recommended New Freedom Funds | \$339,067 |
| Proposed Match | \$131,142 | Required Match | \$ 84,766 |
| Total Proposed Project | \$655,710 | Revised Total Project | \$423,833 |

Recommendation

The selection committee is recommending that these 15 projects (8 JARC projects and 7 New Freedom projects) totaling \$6,552,666 be funded. These projects would be provided with \$4,365,913 in federal funding.

Next Steps

If all 15 of the above recommended projects are funded, all of the New Freedom money and all but \$61,625 of the JARC money from this solicitation will be obligated. The remaining JARC funds would be carried over to the next solicitation. Approximately \$1.5 million in federal JARC funds and \$1.1 million in federal New Freedom funds will be available for the 2012 solicitation.

The Task Force will again be asked to provide priorities for JARC and New Freedom projects throughout the region. The current surface transportation authorization will provide the TPB will one more year of JARC and New Freedom appropriations (FFY 2011); the TPB will solicit for applications in the February – April timeframe in 2012.

JARC and New Freedom Competitive Selection Criteria

| Criteria | Definition and Possible Score | Total 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>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> | |
| <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> | |

| Criteria | Definition and Possible Score | Total Score |
|---|--|-------------|
| <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> | |

| Applications Not Recommended for Funding | | | | Reason |
|--|--|-----------------------------------|----------------------|--|
| Applicant | Project | Funding Requested | Program | Selection Committee Rationale |
| Prince George's County Dept of Public Works & Transportation | Branch Avenue Circulator | \$878,080.00 (50 percent match) | JARC | Inadequate match (submitted with 20 percent match); project requires 50 percent match); limited detail on implementation plan; limited budget detail; estimate of number of people served was unclear |
| Citiwide Computer Training Center | 15-passenger van | \$35,315.00 (20 percent match) | JARC | Low feasibility score; lack of clear plan for supporting resources. |
| Prince George's County Dept of Public Works & Transportation | UPS Shuttle | \$211,949.00 (50 percent match) | JARC | Limited ridership data presented; no significant support from UPS; final application score was low and not competitive compared to other JARC applications |
| Challenger Transportation | Development of Paratransit Routing Algorithm | \$200,000.00 (20 percent match) | New Freedom | Low feasibility score; distribution of algorithm not fully developed |
| Regency Taxi | Accessible Taxis for Montgomery County, MD | \$419,654.55 (20 percent match) | New Freedom | Montgomery County has over 20 accessible taxis in service; the Coordinated Plan recommends that New Freedom funds should be used to support wheelchair accessible cabs in jurisdictions where few or no cabs are currently in service. |
| Calibra | Senior Center Bus | \$42,400.00 (20 percent match) | New Freedom | Very limited number of people served; project better suited for 5310 funding |
| Battle Transportation | Job Access | \$1,797,056.00 (20 percent match) | JARC and New Freedom | Low feasibility score; limited information about availability of matching funds |
| WMATA | Regional Bus Stop Accessibility and Access Improvement Program | \$2,530,589.60 (20 percent match) | JARC | Both the original application and response to the selection committee's follow up questions included limited data about how project will meet the needs of low-income commuters; project better suited to New Freedom funding |