

**National Capital Region Transportation Planning Board
(TPB) Human Service Transportation Coordination Task
Force**



**Statement of Priorities for 2010 Solicitation
Approved December 15, 2009**

Introduction

The TPB is the designated recipient of the Federal Transit Administration's (FTA's) Job Access Reverse Commute (JARC) and New Freedom funds for the Washington, DC-VA-MD Urbanized Area and conducts an annual solicitation for projects to make competitive grant awards for transportation programs and services specifically designed to meet the transportation needs of people with disabilities and low-income workers. The TPB's Human Service Transportation Coordination Task Force is releasing for public comment proposed priority projects for Job Access Reverse Commute (JARC) and New Freedom funding for the 2010 solicitation.

The TPB through its Human Service Transportation Coordination Task Force develops priority projects to encourage applications for services to address unmet transportation needs. The projects are guided by the TPB's Coordinated Human Service Transportation Plan. Organizations interested in applying for either JARC or New Freedom funding 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. All projects must meet specific Federal requirements, which are described at the website address listed above.

The Task Force has recently updated the core elements of the Coordinated Plan to provide better guidance to prospective applicants about the projects that can have a significant impact on unmet transportation needs. This Statement of Priorities reflects the changes that have been made to the Coordinated Plan.

Funding Available

Table 1 shows the Federal funding available for the 2010 solicitation; note that all projects require matching funds that can come a variety of sources, including local governments, non-profit agencies, private companies and non-transportation Federal funds.

This document is available in an alternative format upon request. Please contact Beth Newman at bnewman@mwkog.org, (202)962-3253 or (202)962-3213 (TDD).
Allow 7 working days for preparation of the material.

Table 1: Federal Funding Available for the TPB's 2010 Solicitation

	Federal Funding	<i>If all Projects are Operating</i>	<i>If all Projects are Capital or Mobility Management</i>
		Total Funding with 50% match is:	Total Funding with 20% match is:
JARC	\$2,354,261	\$4,708,522	\$2,942,826
New Freedom	\$1,369,213	\$2,738,426	\$1,711,516

JARC and New Freedom Priorities

The JARC program provides funding for transportation services to employment and employment-related activities for low-income individuals as well as for reverse commute services. These JARC priorities have been established for the 2010 solicitation. Project sponsors are still needed to take the lead in developing applications and identifying matching funds for these projects.

The New Freedom program provides funding for transportation services for people with disabilities that go above and beyond what is required by the Americans with Disabilities Act (ADA). The transportation service must be a new service and go beyond ADA transportation requirements. These New Freedom priorities have been established for the 2010 solicitation. Project sponsors are still needed to take the lead in developing applications for this New Freedom priority and matching funds need to be identified.

1. Transportation vouchers for low-income workers

A voucher project could involve a human service agency, an employer, or a non-profit agency building upon existing voucher programs to provide bus passes, taxi trips or gas cards to low-income individuals in getting to job sites, attending training programs, or transitioning to work. Multiple agencies could coordinate the purchase of passes and provide them to their clients. Taxi voucher programs could be implemented to help low-income workers living in areas not well served by transit to connect to bus stops or rail stations. Voucher programs offer flexibility to low-income workers by allowing them to choose the transportation options that best meet their needs. This project would be an operating project that requires a 50 percent match. However, if two or more agencies coordinate the purchase and distribution of vouchers, *the administrative costs would qualify as mobility management, which would reduce the required matching funds to 20 percent for the administrative portion of the project*¹.

¹ Note that the administrative portion of a voucher program would be relatively low compared with the cost of purchasing the transit passes or taxi trips.

2. Travel Training

In-depth travel training for people with developmental and/or intellectual disabilities on how to use the bus and rail systems is a need in the Washington region. A travel-training curriculum on the bus and rail system could be provided for people with developmental and/or intellectual disabilities and offered region-wide. The training could be coordinated with WMATA, local transit agencies and human service agencies to expand training services to ensure that they are widely available to all who need them, and to ensure that people with these types of disabilities can obtain training sufficiently suited to their needs so that they can safely use the bus and rail system. This project qualifies as a mobility management project under federal rules and therefore the required match would be 20 percent.

3. Establish a Volunteer Driver Program

Volunteer driver programs match individuals who need occasional rides to medical or other appointments with volunteers to drive them. A human service agency could establish a volunteer driver program to provide rides for people with disabilities. The rides can be for any trip purpose. Policies and procedures for recruiting and orienting drivers would need to be established as part of the project, which would be an operating project and would require a 50 percent match.

4. Same Day Service Pilot

A pilot project to offer same-day service to paratransit users could be established. The project would work best in jurisdictions that provide wheelchair accessible taxi service. The project could be established as a voucher project, where a human service agency would provide taxi vouchers to clients needing last minute trips. The project would be an operating project and would require a 50 percent match. The project should include an evaluation component to review policy issues and/or obstacles that arise in implementing the project.

5. Sensitivity and Customer Service Training

A pilot project to develop training on providing better customer service and interacting with diverse groups of people could be established and offered to front-line employees of the region's bus and rail systems, including bus drivers, Metro station managers, paratransit drivers and taxicab drivers. General guidelines for serving customers would be provided under the auspices of good customer service for everyone. Specific guidelines for serving customers who use wheelchairs or service animals could be addressed, as would guidelines for customers with visual or auditory disabilities. The training could include power wheelchair users and persons with visual and hearing impairments. A portion of the money should be set aside to pay stipends to drivers to make up for fares lost while attending training. The project would be an operating project and would require a 50 percent match.

Contact Information

Public comments will be accepted on these JARC and New Freedom funding priorities through January 17, 2010 by 5:00 p.m. Comments should be submitted via www.mwcog.org/TPBpubliccomment.