



July 3, 2013

The Honorable Scott York  
Chairman  
National Capital Region Transportation Planning Board  
777 North Capitol Street, N.E.  
Suite 300  
Washington, D.C. 20002

Dear Chairman York:

I am writing in response to your April 5<sup>th</sup> letter to Metro Board Chairman Tom Downs. In that letter, you requested information concerning Metro's response to provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) legislation which eliminated the Job Access and Reverse Commute (JARC) grant program. The JARC program was one among several formula-based programs that Congress chose to eliminate, or to consolidate with other programs, in order to achieve program efficiencies and to streamline the grants management process.

While the changes under MAP-21 preclude the process that the Metropolitan Washington Council of Governments (COG) previously used to award and manage funding for some JARC-related activities, Metro shares your interest in continuing to provide transportation solutions to low-income individuals. We are eager to explore a pilot program in which COG would become a supplemental recipient to WMATA for this purpose. In order to facilitate that initiative, I would recommend that we designate staff from Metro and COG to begin the process.

In the meantime, rest assured that the goals of the JARC program have been and remain aligned with Metro's larger program objectives. Whenever possible, we maximize opportunity to expand the safe and reliable transportation service that Metro already provides to low-income individuals commuting to and from jobs and employment centers. In this way, we are able to serve both our customers, and the regional business community.

This objective is reflected in our planning and budget process which continues a number of existing initiatives, and is generating important new ones:

**Expanded Investment in Metro's FY2014 Budget:**

- MetroAccess Vehicles (CIP0015) – \$9.1 million budget in FY2014 for purchasing paratransit vehicles and other goods to support the safety and reliability of Metro's demand-response service.

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- Bus Priority and Corridor Network (CIP0037) – \$5.9 million budget in FY2014, including \$50,000 for a Late Night Service Planning Study.
- Metro is also investing \$5 million in additional fixed-route service – including some late night service, which could increase in future years based on the results of the CIP0037 Late Night Service Planning Study.

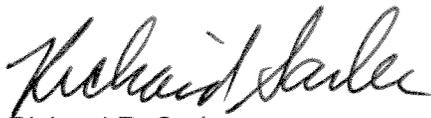
**Continued Services:**

- Metro provides fixed-route bus service beyond Metrorail hours of operation on 20 bus routes, of which eight bus lines operate 24-hours a day, seven days a week.
- MetroAccess provides demand-response service for 2.3 million trips per year, serving 28,000 eligible passengers.
- Mobility Management – Metro provides training for how to use fixed-route services to 2,190 individuals annually.

These programs reflect the input and priorities of our funding jurisdictions for FY2014 and were part of a robust budget process that included input from internal and external stakeholders. We continue to welcome the input from our jurisdictional partners about how Metro can best serve the mobility needs of our region's low-income individuals.

I can assure you we remain committed to the goals of the former JARC program. If you have any further, questions please do not hesitate to contact me.

Sincerely,



Richard R. Sarles  
General Manager and  
Chief Executive Officer