

JOB ACCESS AND REVERSE COMMUTE PROGRAM REVIEW

MAG Transit Committee

February 16, 2106

Program Goals (FTA Circular 9050.1)

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History of JARC

Years	Federal Legislation	FTA Program	Programming/ Agency Lead	Apportionment	Project Selection Process
2000-2001	TEA-21	5316	Federal	National	Nationally Competitive
2000-2005	TEA-21	5316	Federal	National	Congressional Designated
2005-2010	SAFETEA-LU	5316	City of Phoenix	Regional	Regionally Competitive
2010-2012	SAFETEA-LU	5316	City of Phoenix	Regional	Regionally Competitive
2013	MAP-21	5307	City of Phoenix	Sub-allocated	Regionally Competitive
2014-2015	MAP-21	5307	MAG	Sub-allocated	Regionally Competitive
2016	FAST	5307	MAG	Sub-allocated	

Eligible Projects

funds.

eligible

11. **ELIGIBLE ACTIVITIES.** Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects.

In the conference report accompanying SAFETEA-LU, the conferees stated an expectation that FTA would “continue its practice of providing maximum flexibility to job access projects that are designed to meet the needs of individuals who are not effectively served by public transportation, consistent with the use of funds described in the *Federal Register*, Volume 67 (April 8, 2002)” (H.R. Report 109–203, at Section 3018 (July 28, 2005)). Therefore, eligible projects may include, but are not limited to capital, planning, and operating assistance to support activities such as:

- a. Late-night and weekend service;
- b. Guaranteed ride home service;
- c. Shuttle service;
- d. Expanding fixed-route public transit routes;
- e. Demand-responsive van service;
- f. Ridesharing and carpooling activities;
- g. Transit-related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals that bicycle a portion of their commute or providing bicycle storage at transit stations);
- h. Local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides;
- i. Promotion, through marketing efforts, of the:
 - (1) use of transit by workers with non-traditional work schedules;
 - (2) use of transit by workers with non-traditional work schedules;
 - (3) development of employer-provided transportation such as shuttles, ridesharing, carpooling; or
 - (4) use of transit pass programs and benefits under Section 132 of the Internal Revenue Code of 1986;
- j. Supporting the administration and expenses related to voucher programs. This activity is intended to supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment to providers of alternative transportation services. The JARC program can provide vouchers to low-income individuals to purchase rides, including (1) mileage reimbursement as part of a volunteer driver program, (2) a taxi trip, or (3) trips provided by a human service agency. Providers of transportation can then submit the voucher to the JARC project administering agency for payment based on pre-determined rates or contractual arrangements. Transit passes for use on fixed route or Americans with Disabilities Act of 1990 (ADA) complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/local) match;
- k. Acquiring Geographic Information System (GIS) tools;
- l. Implementing Intelligent Transportation Systems (ITS), including customer trip information technology;
- m. Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions;

Eligible Projects

- n. Deploying vehicle position-monitoring systems;
- o. Subsidizing the costs associated with adding reverse commute bus, train, carpool van routes or service from urbanized areas and nonurbanized areas to suburban work places;
- p. Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
- q. Otherwise facilitating the provision of public transportation services to suburban employment opportunities;
- r. Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive JARC funding to support the administrative costs of sharing services it provides to its own clientele with other low-income individuals and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:
 - (1) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
 - (2) Support for short term management activities to plan and implement coordinated services;
 - (3) The support of State and local coordination policy bodies and councils;
 - (4) The operation of transportation brokerages to coordinate providers, funding agencies and customers;
 - (5) The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
 - (6) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
 - (7) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

Guidelines Development Process

- Transit Committee Information & Discussion: 1/9/2014
- Working Group 1/23/2014
- Working Group 1/30/2014
- Working Group 2/6/2014
- Transit Committee Recommended Approval of guidelines: 2/27/2014
- Management Recommended Approval of Guidelines: 3/12/2014
- RC approval Recommended Approval of Guidelines: 3/24/2014

Current Guidelines (approved March 18, 2014)

Program Goals

- To improve access for low-income persons to jobs and job-related services

Eligibility

- JARC eligible activities per the FTA Circular

Funding Guidelines

- Operating
 - Two years funding
 - May reapply with demonstration of success.
- Non-Operating
 - One year funding period
 - May reapply with demonstration of its success

Current Guidelines (approved March 18, 2014)

Funding Amounts

- \$30,000 minimum and \$200,000 maximum funding request. \$400,000 maximum in a multiagency application.

Evaluation Criteria

- Target Population Served (30 percent weight)
- Coordination and outreach (30 percent weight)
- Performance Indicators (20 percent weight)
- Meets Program Intent (20 percent weight)

Recommend approval of the rankings and funding recommendations of the evaluation panel for fiscal years 2014 and 2015, and the re-evaluation of the JARC guidelines and principles for fiscal years 2016 and beyond.

- Motion Approval by MAG Regional Council on August 27, 2014

For Information and Discussion

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