



Illinois Department of Transportation

Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

January 12, 2012

RE: CY 2012 Rural and Small Urban Job Access Reverse Commute (JARC) and New Freedom Application Solicitation

Ladies and Gentlemen:

Over the next few months, DPIT will be working with the regional coordinators, downstate MPOs, and the State Oversight Committee to gather and review applications for funding under FTA Section 5316 (Job Access and Reverse Commute) and 5317 (New Freedom) funding programs. Please review the information below as well as the attached applications for each funding program. If you have any questions, please contact:

John Edmondson
Coordination Specialist
100 W. Randolph
Suite 6-600
Chicago, IL 60601
Ph: 312-793-2110
John.Edmondson@illinois.gov

Radha Hemmige
Project Manager
100 W. Randolph
Suite 6-600
Chicago, IL 60601
Ph: 312-793-3660
Radha.Hemmige@illinois.gov

Listed below are JARC and New Freedom funding appropriations for the State of Illinois by Small Urbanized (populations of 50,000 – 199,000) and Rural (populations under 50,000) populations for FFY 2011 and FFY 2012. *As of the date of this letter, full FFY 2012 appropriations have not yet been released. Please use the amounts indicated below as estimates for FFY2012.*

Small Urban Program (pop. 50,000 – 199,999)	Section 5316 (JARC)	Section 5317 (New Freedom)
	FFY 2011 - \$803,917	FFY 2011 - \$450,631
	FFY 2012 - \$803,917*	FFY 2012 - \$450,631*
Total	\$1,607,834	\$901,262
Rural Program (pop. < 50,000)	Section 5316 (JARC)	Section 5317 (New Freedom)
	FFY 2011 - \$788,017	FFY 2011 - \$512,972
	FFY 2012 - \$788,017*	FFY 2012 - \$512,972*
Total	Total - \$1,576,034	Total - \$1,025,944

The goal at DPIT is to obligate all of the available JARC and New Freedom funds for FFY 2011 and, if sufficient eligible projects are available, obligate all or a portion of FFY 2012. We encourage each of your respective organizations to openly investigate all projects which may be eligible for either of these funding programs. We have attached a random selection of Small Urbanized JARC and New Freedom projects

from different states as an example of various programs which may be eligible for funding.

Below are key milestone date:

- **Application solicitation: 1/9/2012**
 - **Application review class: 2/8/2012**
 - **Application submittal to HSTP Regions/MPOs: 2/25/12**
 - **Applications reviewed by HSTP Committees: 3/28/2012***
 - **Endorsed applications forwarded to DPIT: 4/1/2012**
- *check with your local MPO or HSTP Coordinator for specific dates

DPIT will be hosting an application review class for interested agencies. The purpose of this review class is to provide guidance on the application process, provide the framework for efficient review of the project, and clarify any areas of concern for receiving funding.

Who: State Oversight Committee members, HSTP Coordinators, MPO representatives
Any agency intending to complete a project application

What: Application Review Class: JARC (5316), New Freedom (5317)

When: Wednesday, February 8, 2012
Two sessions:
9am – 12:00pm or 1:00pm – 4:00pm

Where: Northfield Inn & Suites - Springfield
3280 Northfield Drive
Springfield, IL 62702-1400
(217) 523-7900
<http://www.northfieldinn.com/>
Rooms are \$70+tax
In order to receive the mentioned rate, please mention the following when booking: IDOT JARC/NF Application Class
The cut-off date to hold block of rooms is January 24th.

PLEASE RSVP to one session by January 24, 2012 and include the number of attendees via email to Radha.hemmige@illinois.gov OR call 312.793.0006.

If you have any questions, please contact John Edmondson or Radha Hemmige.

Thank you for your effort.

Sincerely,



John Edmondson
Transit Coordination Specialist
Illinois Department of Transportation
Division of Public and Intermodal Transportation

New Freedom Program Service Profiles Small Urban Projects

The WAVE (Wheels to Access Vocation and Education) (1191)

Location: Sanford to Wells corridor; Sanford to Biddeford corridor (ME)

Type: Trip-Based Services/Demand response

Goal: Improved system capacity

Service description: The WAVE (Wheels to Access Vocation & Education) began in November 1999, designed to **connect rural workers with both training and job opportunities, and provide access for their children to childcare facilities.** In December 2006, the service expanded to add a connection to a newly designated urban area (Biddeford). **The WAVE provides door-to-door subscription type service, seven days/week, approximately 16 hours/day, year-round.** With a majority of riders residing in the non-urban Sanford area, it is a unique public transit service for a rural area that typically sees either limited weekday or even more limited once a week service. Additional funding has been provided to expand the number of vehicles on the road, although plant shutdowns and a general economic downturn limited the number of jobs people commuted to during FY 2008, with some improvement in the local economy seen on FY 2009.

Evaluation: Ridership – FY 2006: 33,746; FY 2007: 49,824; FY 2008: 48,432; FY 2009: 50,029

New employment & training sites – FY2008: 124 unique destinations (work, school, and training); FY 2009: 102
Children connected to child care: FY 2007: 312 trips; FY 2008: 1,625 trips; FY 2009: 2,108 trips

Accomplishments: In 2009, The WAVE surpassed 300,000 trips provided since the inception of the service. We continue to hear from a variety of riders about the value of this service, particularly during the economic downturns being experienced, because the WAVE provides a means to access both re-education opportunities for those laid off, and access to new job sites that would otherwise be beyond a geographic area they could reach.

Route 92, Route 34, and Route 55 (1575)

Location: Providence, East Providence (RI)

Type: Trip-Based Services/Fixed route

Goal: Expanded geographic coverage

Service description: RIPTA's JARC program focuses on providing transportation to the retail, bank support, and hospitality sectors of the local economy, especially the downtown Providence area. Another goal is to provide low-income neighborhoods with connections to the overall fixed route transit system, which provides access to a wide range of jobs and locations around the state. Route 55 Admiral Street provides improved service to Fatima Hospital, Providence College, Rhode Island College, Providence Place Mall, and the State Offices, and connects these destinations with low-income neighborhoods located along the route. Route 34 provides access to a suburban industrial park that includes a large bank-processing center. Extension of Route 92 Green Line Trolley provides service to Eagle Square, a new mixed-use development in an old mill area with commercial, residential, and retail operations. This location also serves the Valley Neighborhood, a low-income community that had lacked transit connections.

Evaluation: RIPTA relies upon ridership-based indicators such as passengers/trip and average passengers/day to evaluate program activities and identify service for adjustment or elimination.

RIPTA also evaluates the cost-effectiveness of its JARC-funded service in order to ensure that the resources allocated provide the greatest benefit to the state's low-income communities. As is true with RIPTA's regular fixed route service, JARC-funded service that carries less than 50% of the system-wide average passengers per hour is subject to modification or elimination.

Accomplishments: The extension of Route 92 increased the route by only half a mile, but this added service provides access to a previously underserved low-income neighborhood. **The importance of this extension has been demonstrated**

by the growth in boardings at the end of the route; this bus stop is now one of the busiest stops in our system. The frequency of the service, even on weekends, allows workers to get to work on weekends and evenings.

RIPTA has also improved service to Rhode Island College and provides transit to the Providence campus of the Community College of Rhode Island in order to meet the needs of individuals receiving education and training at this location.

New Freedom Voucher Program (484)

Location: Port Huron (MI)

Type: Trip-Based Services/User-side subsidies/vouchers

Goal: Improved access/connections

Service description: BWATC's New Freedom voucher program was created to provide special community based alternatives for individuals with disabilities facing transportation access challenges relating to job training, healthcare, senior centers, rehabilitation programs, and general community inclusion. Qualifying criteria and funding limitations were determined in order to serve the greater community of persons with disabilities in the most effective manner. Individuals could not qualify for the voucher program if their transportation needs could be met with the existing public transportation available. BWATC partnered with four non-profit agencies to determine eligible participants and to create appropriate travel plans. Clients were reviewed and approved for travel vouchers and were reimbursed for approved travel at the IRS mileage rates.

Evaluation: BWATC maintains detailed records for voucher program eligibility of participants as well as number of participants, number of trips, and number of miles and purpose of trips. Transportation needs of each client were reviewed and reapproved monthly.

Accomplishments: BWATC was able to help 129 qualified disabled people attain a higher level of community inclusion because of this transportation program.

New Freedom Mobility Coordination Transportation System (MCaTS)

Location: Coles County, Illinois

Type: Model mobility management to address gaps between services and provide

Disability Connection (358)

New Freedom Transportation Voucher Program (330)

Location: Newaygo County (MI)

Type: Trip-Based Services/User-side subsidies/vouchers

Goal: Improved access/connections

Service description: New Freedom funds provided a transportation voucher mileage reimbursement program for persons with disabilities in Newaygo County, a rural community reporting over 20% of its population having significant disabilities, twice the national average.

The voucher program provided 1,828 one way trips for youth transitioning from school to work, continuing education, or independent living. The youth ridership is providing service for disabled children attending special education classes. New Freedom funding also provided mileage reimbursement for the supported self-employment program participants for business start up and operations as well as short term/temporary and non life-threatening emergency purposes for persons with disabilities.

Evaluation: The original grant was to serve 40-50 participants with disabilities.

Participants began submitting vouchers in December 2008. The program served 41 participants during the 2009 fiscal year. Satisfaction surveys were mailed. Returned surveys showed a 100% program satisfaction rating. Monthly reports on program status are provided at the Newaygo County Regional Interagency Consumer Committee (RICC) meetings. An Excel data base was created to calculate number and code of riders, miles authorized, miles used, date of reimbursement, driver's name, and purpose

more efficient transportation across a 12-county area.

Service description: The MCaTS is a model within the State of Illinois. Funds were used to procure an "800" number, hire staff to support the program, and pay for operational expenses. The program identifies current available transportation providers in order to address the gaps in current service. The goal is to improve access that individuals with disabilities and allow greater mobility to several rural areas where specialty medical services are only available in urban areas and not served by small public transportation programs of United We Ride, the Illinois Department of Transportation, and the Human Service Transportation Plan (HSTP).

Evaluation: Based on estimates, the program will generate 1,800 trips in a three-year time span.

for program use, and number of one way trips.

Accomplishments: Our greatest accomplishment is the countywide collaboration between Disability Connection and other Newaygo County service agencies and organizations.

The transportation voucher program receives referrals from Newaygo County Community Mental Health, Department of Human Services, the Regional Education Service Area, Commission on Aging, Probate Court, and the County Guardian's Office as well as other local non-profits such as Love INC, Car Ministries and the Empowerment Network, Drop IN Center. Disability Connection has been invited to present the transportation voucher program to local officials and is providing information and individual stories for a county wide transportation needs study.

JARC Program Service Profiles Small Urban Projects

Carlsbad (89)
Carlsbad Municipal Transit System (152)

Location: Eddy County/Carlsbad and surrounding area (NM)
Type: Trip-Based Services/Demand response

Goal: Improved access/connections
Service description: Currently, the Carlsbad Municipal Transit System provides demand response service. The current fare is 50 cents per one way trip. The customer makes a 24-hour advance schedule and we pick them up and transport them either to work or to work-related activities and back home.

Evaluation: The New Mexico Workforce Connection, which is part of the Human Services Department and NMSU-Carlsbad meet the third Thursday of each month. The organizations involved are Children Youth and Families, Income Support, DVR, Mental Health,

Torrance County (98)
Torrance County (173)

Location: Torrance County (NM)
Type: Trip-Based Services/Demand response

Goal: Improved access/connections
Service description: We operate fixed route, modified fixed route, and demand response service that covers major municipalities in Torrance County. The route essentially aligns with the two north-south state highways and I-40, the primary connectors between the municipalities. We partner with Torrance Works, our local ISD Office, and Workforce Connections to identify clients and promote the service. We also promote our service through local job fairs, health fairs, community celebrations, and civic events. Fixed route service is available multiple times daily, Monday through Friday to Central and Tramway in Albuquerque where passengers can connect with ABQ ride. Demand response service is also available with advanced notice. The Connections Call Center in Moriarty had been a major employer, but went out of business during the year. However, Wal-Mart has opened a Super Store in Edgewood and it is a fixed route stop for our service. Fixed route service begins at 5 AM and ends at 7 PM in Estancia, which is the county seat.

Evaluation: We collect and record data in

Carlsbad Battered Shelter and the New Mexico Health Department. We discuss the services provided and discuss meeting the target groups that need this service.

Accomplishments: Our ridership number has gone up since we started actively advertising.

an Access database on a monthly basis with categories that include total passenger trips and total demand response trips with breakdowns for: TANF/JARC, Medicaid, Senior, Disabled, and total number of unduplicated clients. This database enables us to compare progress from month to month and year to year and evaluate when and where we may need to make changes to our service delivery system. We also conduct client surveys on a regular basis and participate on the local community health council so that we can routinely collect direct feedback from clients and area businesses, health and social service agencies, and non-profit organizations.

Accomplishments: Our service numbers for FFY 2009 reflected in total passenger trips for all categories increased 73% over FFY 2008.