

Funding Application Form

**Federal Transportation Administration Section 5316 Job Access
and Reverse Commute (JARC)**

**Federal Transportation Administration Section 5317 New
Freedom**

Application Deadline: July 12, 2013

W A M P O

Wichita Area Metropolitan Planning Organization

Part I – Deadline for Application Submission & Checklist

To be considered for JARC and/or New Freedom funding, please submit **two** copies of the necessary application—a **hard copy** of the project application form and an **electronic copy**—prior to the application deadline: **July 12, 2013**. Project applications are only considered for the funding cycle applied for and must be **completed in full**. Please provide any letters of support and any additional information that may be useful to the evaluators with the hard copy application. Hard copy applications and auxiliary information should be bound with a paper clip or black binder clip.

Application for the JARC and New Freedom programs will be screened on the criteria and eligibility requirements stated for each program in the Program Management Plan (PMP). Incomplete applications or those received after the deadline will not be considered for funding. Supplemental information that may assist the completion of applications can be found in Part III—Resources of this document.

Submit applications to:

WAMPO
Attn: Brenton Holper
455 N. Main, 10th Floor
Wichita, KS 67202
bholper@wichita.gov

For technical assistance or any other questions regarding the application, please contact Brent Holper at (316) 352-4863 or bholper@wichita.gov.

Application Checklist

- Cover letter—including name, address, and phone number of applicant as well as contact person. The letter should be signed by the individual(s) **with authority to execute contracts on your organization’s behalf.**
- Complete Application (hard copy original & electronic copy to WAMPO)
- Letters of support and additional information
- Copy of organization’s 501c(3) certification (if it is not a public entity).

Part II – Application Information

Coordinated Plan Goals

Projects receiving funding under the JARC and New Freedom program must be competitively selected and derived from the Coordinated Public Transit-Human Services Plan. The most recent Coordinated Plan was adopted by WAMPO in June 2010 and is available at

<http://www.wampoks.org/Coordinated+Public+Transit+-+Human+Services+Plan.htm>

JARC

The goal of the JARC programs is to expand the mobility options of low-income workers and urban core residents who want to work in suburban areas not serviced by existing public transit. The funds can be used for capital, planning, and operating expenses that support the development and maintenance or transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects. Eligible JARC projects include, but are not limited to:

JARC Operating Activities	JARC Capital Activities
<ul style="list-style-type: none">• Late night and weekend service• Guaranteed ride home service• Shuttle Service• Expanded fixed-route public transit routes• Ridesharing and carpooling activities• Voucher Program	<ul style="list-style-type: none">• Intelligent Transportation Systems (ITS)• Promotion of operating activities• Vehicles• Mobility Management activities

The federal guidance circular issued by the Federal Transit Administration (FTA) in May 2007 provides JARC program information. The Section 5316 Circular can be found at:

[http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC(1).pdf).

New Freedom

The goal of the New Freedom program is to encourage new public transportation services, facility improvements and public transportation alternatives to go above and beyond those required by the Americans with Disabilities Act of 1990 (ADA) for persons with disabilities at all income levels. For the purpose of the New Freedom program, “new” service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the STIP. Eligible New Freedom projects include, but are not limited to:

New Freedom Operating Activities	New Freedom Capital Activities
<ul style="list-style-type: none">• Expansion of paratransit service beyond the minimum requirements of ADA• Expansion of hours of paratransit service• Enhancement of services• Voucher Programs• Volunteer driver programs	<ul style="list-style-type: none">• Acquisition of accessibility equipment beyond ADA requirements• Purchasing accessible vehicles to support taxi, vanpooling, and /or ridesharing programs• Mobility Management activities

The federal guidance circular issued by the FTA in May 2007 provides New Freedom program information. The Section 5317 Circular can be found at the following website:
[http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom(1).pdf).

Amount Available

The federal funding amount available under the JARC program is \$234,990. The federal funding amount available under the New Freedom program is \$146,988. There is no minimum cost for projects submitted.

Eligible Applicants

Eligible applicants include private non-profit organizations, state or local government authorities, and operators of public transportation services, including private operators of public transportation services within the Wichita Urbanized Area. Please include a copy of the organization's Section 501(c)(3) certification (if it is not a public entity).

Eligible Use of Funds

Funding under the JARC and New Freedom programs are intended to be used to pilot new and innovative solutions to the unmet transportation needs of people with disabilities and/or individuals with limited incomes. Funding may be used for capital, operating, and mobility management projects that meet the JARC and New Freedom program goals, which are identified in the Coordinated Public Transit-Human Services Plan. Examples of eligible JARC and New Freedom projects are listed in Appendix B.

Projects considered "mobility management" are considered a capital expense under JARC and New Freedom. The FTA defines mobility management as "short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers." Mobility management activities include travel training programs, transportation brokerages, etc.

Matching Requirements

Federal funds for capital may not exceed 80 percent of the total project costs (20 percent local match). Operating assistance may not exceed 50 percent of the total operating costs (50 percent local match). Mobility Management projects may be funded at 100%. All of the local share must be provided from sources other than federal DOT funds. See Appendix C for a list of possible non-DOT federal sources for matching funds. Some examples of sources of local match which may be used for any or the entire local share include:

- State or local appropriations
- Other non-DOT federal funds
- Dedicated tax revenues
- Private donations
- Revenue from human service contracts
- Net income generated from advertising and concessions

Non-cash share such as donations, volunteer services, or in-kind contributions is eligible to be counted toward the local match. The value of any non-cash share must be documented and must represent an actual cost under the program that is included in the total project costs in the program budget. Example: If the project proposes an operating service (for example, vanpool service from Maize to the Kellogg corridor) and the project's total cost is \$250,000, the required match is \$125,000 (50% local match). If the project is for capital costs (for example, purchasing five wheelchair accessible taxis) and the project's total cost is \$100,000, the required match is \$20,000 (20% local match).

Confidentiality Notice

All application materials will become public property as soon as they are submitted to the WAMPO for formal review. Applicants should use caution when including confidential information with their application materials.

WAMPO Non-Discrimination—Title VI Compliance Requirements

This section outlines the non-discrimination – Title VI requirements that are a condition of receiving federal funding through WAMPO. The federal regulatory authority for requiring non-discrimination has its basis in Title VI of the Civil rights Act of 1964, Executive Order 12898 (Environmental Justice), and Executive Order 131166 (Limited English Proficiency).

As per WAMPO's Title VI Policy and federal regulations regulating WAMPO, Title VI provisions are a standard part of all agreements between WAMPO and sub-recipients of federal funding programs that WAMPO administers. WAMPO's Title VI compliance review process begins at the time of agreement execution, continues during the duration of the project, and is completed when the project is completed and the agreement has expired. During this time, WAMPO monitors information provided by each sub-recipient, retaining the right to conduct an audit should WAMPO suspect the sub-recipient is not in compliance. If WAMPO determines that a sub-recipient is not in compliance with Title VI, the Title VI Coordinator and assigned staff will work with the sub-recipient to correct the deficiency. This may include providing technical assistance. If the sub-recipient does not correct the deficiency, WAMPO may take corrective action or implement other remedies as provided in the executed agreement.

Title VI checklist for Recipients of Federal Funding JARC and/or New Freedom Programs

- Title VI Assurances (in award contract)
- Title VI Non-discrimination Statement/Notice to the public and list of where published
- Title VI Complaint Form and Procedures
- Title VI Program/Plan that has been approved by the sub-recipient's governing board
- Pre-Contract Title VI Questionnaire and Post-Contract Questionnaire

The WAMPO staff is always willing to assist you with developing the required Title VI documents that are a condition of receiving federal funds. WAMPO is able to assist with data collection and analysis,

translation services, reviewing and commenting on draft materials, and ideas for public participation and providing meaningful access to Limited English Proficiency persons.

Contact info:

Title VI Program

Kristen Zimmerman, Title VI Coordinator

kzimmerman@wichita.gov

316-352-4862

WAMPO Statement of Non-Discrimination

The Wichita Area Metropolitan Planning Organization (WAMPO) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which WAMPO receives federal financial assistance. Any persons who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with WAMPO. Any such complaint must be in writing and filed with WAMPO's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our web site at <http://www.wampoks.org/Publications/Title+VI+Program.htm> or call (316) 352-4862.

Project Selection Timeline

- Application period end July 12, 2013
- Submitted applications will be brought to the JARC/New Freedom Advisory Group for review
- JARC/New Freedom Advisory Group will make recommendation for project selection
- Recommended projects will be brought before the Transportation Policy Body for approval
- Transportation Policy Body will take action on each recommended project
- Organizations/Agencies will be notified if their project was selected and approved.

Part III – Resources

Shown below are links to resources for the JARC and New Freedom programs. Applicants are encouraged to view these resources to have familiarity with federal and WAMPO requirements.

JARC Circular

[http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC(1).pdf)

New Freedom Circular

[http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom(1).pdf)

American's Disability Act of 1990 (ADA)

http://www.fta.dot.gov/civilrights/12325_3884.html

The following resource can be found at www.wampoks.org:

- WAMPO Program Management Plan (PMP)
- Coordinated Public Transit-Human Services Plan
- Appendix A: JARC & New Freedom Competitive Selection Process and Scoring Criteria Guide
- Appendix B: JARC & New Freedom Eligible Projects
- Appendix C: Possible Non-DOT Federal Sources for Match Funding

Part IV – Applicant Information

Organization Name: _____

Address: _____

Contact Person/Position: _____

Contact's Phone Number: _____

Contact's Email: _____

If a question is not applicable to the project, please answer "N/A" in the appropriate field.

1) Which program is this project application for?

- _____ JARC
_____ New Freedom

2) Project Title: _____

3) Project Type:

- _____ Capital (80/20)
_____ Operating (50/50)
_____ Mobility Management /Coordinated Planning
_____ Other.

4) Please identify any unions applicable to the proposed project or project applicant.

Part V – Project Details

If a question is not applicable to the project, please answer “N/A” in the appropriate field.

- 5) Provide a brief summary of the proposed project. Please attach any supporting documents (e.g. survey data, letters from end users, etc.)

- 6) What is the proposed project start and end date?

Start date:	_____
End date:	_____

- 7) (***New Freedom Projects Only***) If this application is for New Freedom funds, identify how this project goes above and beyond the minimum requirements of the Americans with Disabilities Act of 1990 (ADA).

8) Does this project provide service options that currently do not exist? If so, please briefly explain. Be sure to include marketing/outreach strategies.

9) Does this project extend or enhance services that already exist? If so, please briefly explain.

10) Would this project preserve existing services? If so, please briefly explain.

11) Would this project improve mobility options for low income, elderly, and/or disabled populations?

(Check all that apply)

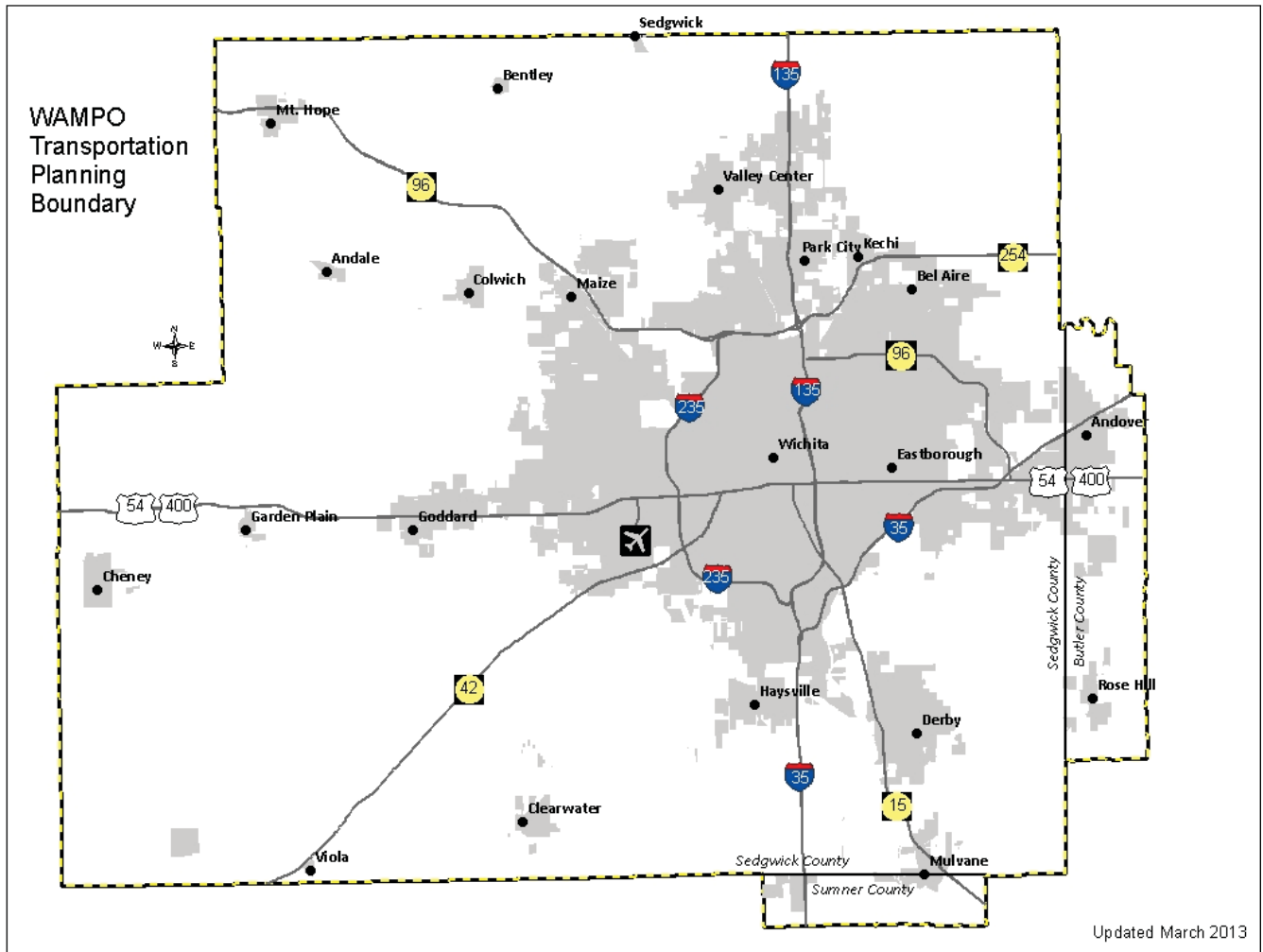
- Low-income
- Elderly
- Disabled

12) If yes to any group identified in question 11 above, identify how the proposed project would impact these groups.

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13) Identify how this project will support a **goal/objective/strategy** in the Coordinated Public Transit-Human Services Plan. The goals, objectives, and strategies are identified on page 11 of the Coordinated Plan. Multiple items may be listed.

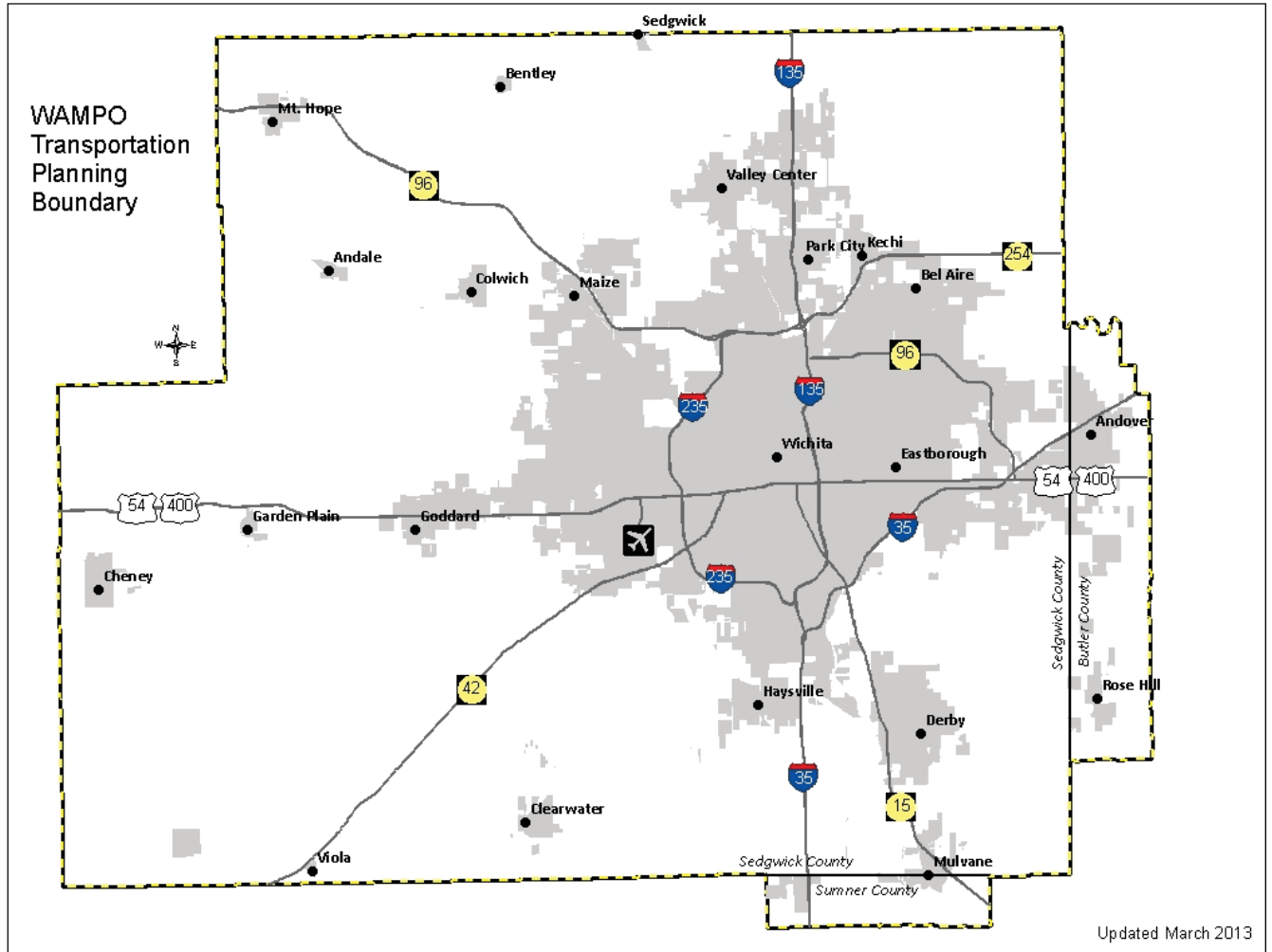
14) In the map shown below, identify the existing service area for this project.



Please provide a verbal description of shaded service area above.

Blank area for providing a verbal description of the shaded service area.

15) In the map shown below, identify **any new service areas** related to this project that **currently do not exist**. If there is no change in the service area, leave blank.



Please provide a verbal description of the shaded **new** service areas above

[Empty box for providing a verbal description of the shaded new service areas.]

16) Describe how the project will engage key stakeholders and promote public awareness of the service:

17) What are the current hours of operation?

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Start							
Close							

18) What are the **proposed** hours of operation? *(Only for applications requesting federal funds for operations).*

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Start							
Close							

19) What is the **estimated cost** of operation per one-way trip? *(please reflect how this value was calculated).*

20) What is the estimated daily ridership of the proposed service? *(please reflect how this value was calculated).*

Part VI – Budget Information

If a question is not applicable to the project, please answer “N/A” in the appropriate field.

21) Identify the total amount of JARC or New Freedom funds requested and any other funding source associated with the proposed application. *

Federal	State	Local	Total
<i>Enter the amount of federal funding requested in this column.</i>	<i>Enter the amount of state funding applicable to this proposed project in this column.</i>	<i>Enter the amount(s) and source(s) of local match(es) towards this project in this column.</i>	<i>Enter the sum of the total project cost in this column.</i>

*All capital projects must have a minimum 20% local match. All operating projects must have a minimum of 50% local match.

**Applicants are required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or copy of an existing agreement or supporting documentation.

***Federal funds for administrative expenses related to JARC or New Freedom projects will only be allowed depending on availability of funds.

Please indicate the source(s) of the local match:

22) Please complete the project budget detail.

Capital	Expense Item	Total Cost ¹	Federal Share (80%) ²	Local share (20%) ³	Source of Local Share
		\$			
		\$			
		\$			
		\$			
		\$			
		\$			
		\$			
		\$			
		\$			
		\$			
	Total	\$			

Operating	Expense Item	Total Cost ¹	Federal Share (50%) ²	Local share (50%) ³	Source of Local Share
	Driver Salary	\$			
	Fuel	\$			
		\$			
		\$			
Total	\$				

Mobility Management	Expense Item	Total Cost ¹	Federal Share	Local share	Source of Local Share
		\$			
		\$			
		\$			
		\$			
		\$			
		\$			
		\$			
		\$			
	Total	\$			

¹Insert the total cost for each expense item. The federal share and the local share must equal the total cost.

²Enter the amount of federal funds requested for each expense item.

³Enter the amount of local match you are providing for each expense.

23) Can this project be scaled to a more limited scope with less funding?

- Yes No

If yes, how might the scope of the project be limited?

24) Will there be a local commitment of funds beyond the grant period?

- Yes No

If yes, please indicate which local match source(s) are capable of sustaining the project once JARC or New Freedom funds are completely expended.

25) Have any commitments been made by local partners and to what extent? (timeframe and value)

26) Provide a brief summary explaining the sustainability of this project beyond the grant period.

Part VII—Measure of Effectiveness

Describe your plan for monitoring and evaluation of the service:

27) What performance measures will be used to measure the effectiveness of this project during its operation? Also, identify the steps taken if the original goals are not achieved.

28) Explain how the project will demonstrate to have had a positive impact on the target population.

Appendix A: JARC/New Freedom Competitive Selection Process & Scoring Criteria Guide

The following is KDOT's JARC and New Freedom Project Selection Criteria (PSC) as of June 2010.

Applicants seeking JARC funding from KDOT should contact KDOT and visit

<http://www.ksdot.org/burtransplan/pubtrans/index.asp> to see the most current PSC and application form.

KDOT's FTA JARC and New Freedom PSC:

- a. **Project Needs/Goals and Objectives (30 points):** Project applications should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the objectives of the JARC/New Freedom grant programs. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided. The project should clearly address the coordinated transit plan for your coordinated transit district.
- b. **Implementation Plan and Evaluation (20 points):** For all projects, applicants must provide a well-defined service operations plan and/or capital procurement plan, and describe implementation steps and timelines for carrying out the plan. The implementation plan should identify key personnel assigned to this project and their qualifications. Project should demonstrate their institutional capability to carry out the service delivery aspect of the project as described.
- c. **Project Budget (15 points):** Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period.
- d. **Partnerships and Program Outreach (20 points):** Proposed projects will be evaluated based on their ability to coordinate with other public transportation, community transportation and/or social service resources. Project sponsors should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project. Letters of support from key stakeholders and/or customers should be attached to the grant application.
- e. **Program Effectiveness and Performance Indicators (10 points):** The project will be scored based on the project sponsor's ability to demonstrate that the proposed project is the most appropriate match of service delivery to the needs, and is a cost-effective approach. Project sponsors must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, and steps to be taken if original goals are not achieved. Sponsor should describe their steps to measure the effectiveness and magnitude of the impact that the project will have on target markets (i.e., persons with low-income for JARC funds).
- f. **Innovation (5 points):** The project will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

The Selection Committee must find that the answer to each of the five following questions is affirmative for a project to be considered eligible for grant funding.

Is the proposed project a non-duplicative service or program?	
Are eligible matching funds identified and available?	
Is the proposed project a new or expanded service or program?	
Is the primary focus of the proposed service or program serving target populations?	
Does the project provide improved services for the targeted area?	

Each proposal will receive a score from the Project Selection Committee according to the following criteria.

Project Evaluation Criteria	Possible Points	Project Score
Project Need/Goals & Objectives		
How well does this project address high-priority needs identified in the Coordinated Plan?	20	
How effectively will this project increase the numbers of target market customers served?	10	
Implementation Plan		
What is the quality of the implementation plan?	20	
Project Budget		
How efficiently will the projects provide benefits to the customers (e.g., cost per customer served)?	10	
How financially sustainable is the program/service beyond the grant period?	5	
Partnerships and Outreach		
How effectively are partnerships used in provision of the program/service?	5	
How strong is the demonstration of stakeholder support (e.g., survey data, letters from end users)?	5	
What is the quality of marketing/outreach plan?	5	
How widely will the benefits of the project be felt? (more points for region-wide benefits)	5	
Program Effectiveness and Performance Indicators		
What is the quality of the evaluation plan (including customer satisfaction, cost per unit of service, and customers per unit of service)?	10	
Innovation		
Does the project contain innovative ideas that could be applied elsewhere in the region?	5	

Appendix B: JARC & New Freedom Eligible Projects

Eligible Section 5316 JARC Projects

Eligible projects under JARC may include, but are not limited to:

- Late-night and weekend service;
- Guaranteed ride home service;
- Shuttle service;
- Expanding fixed-route mass transit routes;
- Demand-responsive van service;
- Ridesharing and carpooling activities;
- 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);
- Local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides;
- Promotion, through marketing efforts, of the:
 - Use of transit by workers with nontraditional work schedules;
 - Use of transit voucher programs by appropriate agencies for welfare recipients and other low-income individuals;
 - Development of employer-provided transportation such as shuttles, ridesharing, carpooling; or
 - Use of transit pass programs and benefits under Section 132 of the Internal Revenue Code of 1986.
- Supporting the administration and expenses related to voucher programs;
- Acquiring Geographic Information System (GIS) tools;
- Implementing Intelligent Transportation Systems (ITS), including customer trip information technology;
- Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions;
- Deploying vehicle position-monitoring systems;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool van routes or service from urbanized areas and non-urbanized areas to suburban work places;
- 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;
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

Mobility management activities may include:

- 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;
- Support for short-term management activities to plan and implement coordinated services;
- The support of state and local coordination policy bodies and councils;
- The operation of transportation brokerages to coordinate providers, funding agencies and customers;

- 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;
- 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
- 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).

Eligible Section 5317 New Freedom Projects

Eligible projects under New Freedom may include, but are not limited to:

1. New Public Transportation Services Beyond the ADA

- Enhancing paratransit beyond minimum requirements of the ADA. ADA complementary paratransit services can be eligible under New Freedom in several ways as long as the services provided meet the definition of "new." Eligible projects may include:
 - Expansion of paratransit service parameters beyond the ¾-mile required by the ADA;
 - Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services;
 - The incremental cost of providing same day service;
 - The incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system;
 - Enhancement of the level of service by providing escorts or assisting riders through the door of their destination;
 - Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA and labor costs of aides to help drivers assist passengers with oversized wheelchairs; and
 - Installation of additional securement locations in public buses beyond what is required by the ADA.
- Feeder services. New "feeder" service to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.
- Making accessibility improvements to transit and intermodal stations not designated as key stations. Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are clearly intended to remove barriers that would otherwise have remained. New Freedom funds are eligible to be used for new accessibility enhancements that remove barriers to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail and rapid rail. This may include:

- Building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals or other accessible features;
- Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA;
- Improving signage, or wayfinding technology; or
- Implementation of other technology improvements that enhance accessibility for people with disabilities including Intelligent Transportation Systems (ITS).
- Travel training. New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.

2. New Public Transportation Alternatives Beyond the ADA

- Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs. New Freedom funds can be used to purchase and operate accessible vehicles for use in taxi, ridesharing and/or van pool programs. The vehicles must be able to accommodate a passenger who uses a “common wheelchair” as defined under 49 CFR 37.3, at a minimum, while remaining in his/her personal mobility device inside the vehicle, and meeting the same requirements for lifts, ramps and securement systems specified in 49 CFR part 38, subpart B.
- Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers. This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Only new voucher programs or expansion of existing programs are eligible under the New Freedom Program. The New Freedom Program can provide vouchers to individuals with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Transit passes for use on existing fixed-route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (federal/local) match.
- Supporting new volunteer driver and aide programs. New volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, and other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of new enhancements to increase capacity of existing volunteer driver programs are also eligible. FTA notes that any volunteer program supported by New Freedom must meet the requirements of both “new” and “beyond the ADA.”
- 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. Mobility management activities may include:
 - 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;
 - Support for short-term management activities to plan and implement coordinated services;

- The support of state and local coordination policy bodies and councils;
- The operation of transportation brokerages to coordinate providers, funding agencies and customers;
- 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;
- 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
- 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).

Appendix C: Possible Non-DOT Federal Sources for Match Funding

U.S. Department of Agriculture

- Food and Nutrition Service

U.S. Department of Education

- Office of elementary and Secondary Education
- Office of Innovation and Improvement
- Office of Special Education and Rehabilitative Services

U.S. Department of Health and Human Services

- Health Resources and Services Administration
- Centers for Medicare and Medicaid Services
- Administration on Aging
- Substance Abuse and Mental Health Services
- Administration for children and Families

U.S. Department of Housing and Urban Development

U.S. Department of Labor

- Employment Standards Administration
- Veterans' Employment and Training Service
- Employment and Training Administration

U.S. Department of Veterans Affairs

- Veterans Benefits Administration
- Veterans Health Administration