

JOB ACCESS AND REVERSE COMMUTE (JARC) PROPOSALS RECEIVED, FEBRUARY 2012 SOLICITATION

Applicant	Project Description	Project Type	Total Funds Requested	Local Match	Total Cost	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Comment
128 Business Council	Alewife-A3-Rt. 128 Corridor Plan/Reverse Commute Program , Expands shuttle service to parts of South Lexington and North Waltham from Alewife Station. The current vehicle is sometimes too full to accommodate all passengers so some people are left behind. Potential passengers are currently on a waiting list.	Capital and Operating	\$161,253	\$53,264	\$214,517	Reverse commuters	South Lexington, North Waltham, MBTA area connecting at Alewife	Increase hours of operation, increase service coverage	All service has been self-sufficient within one year. Received funding in 2009.
128 Business Council	Waltham Innovation-Rt. 128 Corridor Plan/Reverse Commute Program Will provide shuttle service between Waltham Center station and the Prospect Hill section of Waltham. The Prospect Hill area is densely populated with office buildings and hotels. More than 100 families in the Transitional Assistance Program live in the area. The TMA has received inquiries about this type of service.	Capital and operating	\$122,199	\$42,942	\$165,941	Reverse commuters and low income residents	Waltham	Increase service coverage	
MetroWest Regional Transit Authority (MWRTA)	JARC Route 9 extended Service from the Woodland Green Line Station to Westborough Technology Park (funding requested for 2years). The service would link the MWRTA with the WRTA. Request includes funds for mobility management.	Capital and Operating	\$600,000	\$525,000	\$1,125,000	Reverse commuters into MetroWest	MetroWest, Route 9 corridor	Increase service coverage	Received funding in 2008, 2009, and 2010)
MetroWest Regional Transit Authority	Wellesley Reverse Commute and Mobility Manager (funding requested for 2 years) Project will integrate Wellesley into the MWRTA. Will provide fixed route service between Woodland station on the Green Line and employment on Route 9 and Wellesley Square	Capital and Operating	\$600,000	\$525,000	\$1,125,000	People who make reverse commutes from the Boston area into Wellesley	Newton, Wellesley, Natick and Framingham	Increase service coverage, mobility management	
Salem/North Shore Career Center (NSCC) (First year awarded in 2008, second year awarded in 2010) New Freedom funds also requested for this project.	Mobility Management and Employment Express (funding requested for years 3, 4, and 5) , Continue a subscription paratransit service providing access from across the North Shore to employment corridors in Salem, Peabody, and Danvers that are not served by the MBTA. Mobility management includes an advisory service for persons with disabilities and low-income individuals, helping them to access appropriate and affordable transportation throughout the North Shore. Expand services to include Beverly and Lynn and individuals who may no longer be eligible for THE RIDE.	Capital and Operating	\$1,363,188	\$1,058,028	\$2,421,216	People with disabilities and low incomes	Beverly, Danvers, Lynn, Peabody, Salem	Increase coverage; provide travel training, mobility management	
Total Funds Requested			\$2,846,640	\$2,204,234	\$5,050,874				
Total Funds Available in the Boston Urbanized Area			\$2,135,106						

*Mobility management is defined by law as an eligible capital expense

NEW FREEDOM PROPOSALS RECEIVED, FEBRUARY 2012 SOLICITATION (page 1 of 2)

Applicant	Project Description	Project Type	Total Funds Requested	Local Match	Total Cost	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Comment
Acton	MinuteVan Dial a Ride (funding requested for 3 years) Funds to continue operating the combination rail shuttle, dial-a-ride service and to implement the findings of a multi-town study and implement improvements to regional transportation coordination including vehicle dispatching and routing.	Operating	\$147,836	\$147,836	\$295,672	Low-income, senior citizens, and people with disabilities	Acton	Coordination	
Acton	LRTA Road Runner , Acton currently offers four transportation services that are managed and dispatched by 3 different entities. The Road Runner Service, managed by the LRTA, is a paratransit service that can be used for many trip purposes including medical trips to Boston and Burlington. The LRTA has agreed to allow Acton to improve efficiency by dispatching the Road Runner van along with its COA van. However, Acton requires funding to pay the driver of the second van. Local control of the Road Runner is one of the first steps in consolidating the four services.	Operating	\$26,000	\$26,000	\$52,000	Senior citizens, people with disabilities	Primarily Acton	Coordination	
Acton	Mobility Manager to serve as a communication link between transportation providers and users; both present and potential. The Manager would inventory and create a database of all public and private area transportation services and will also provide information to local businesses medical providers and municipalities about transportation options available.	Capital, Mobility Management	\$16,000	\$4,000	\$20,000	Senior citizens, people with disabilities	Acton, Boxborough, Concord, Littleton, Maynard, Stow	Mobility management	
Cape Ann Transportation Authority (CATA) (received awards in 2010)	Enhanced Medical Travel (EMET) , To provide enhanced mobility for people with disabilities who seek medical appointments in the Greater Boston region by coordinating with agencies such as Partners Healthcare and the Red Cross. The proposed project will research the availability of different non-RTA transportation services run by various agencies, and develop a prototype system that will provide EMET choices for people with disabilities and others who can co-ride by integrating route information of transportation offered by such services with CATA's Fixed and Paratransit routes.	Capital, Mobility Management	\$85,600	\$21,400	\$107,000	Senior citizens, people with disabilities	Cape Ann area, northeast Massachusetts	Mobility Management	
Friendship Home	Wheels to Work (funding requested for 3 years) , Enhance opportunities for people with developmental disabilities to participate in job training, internships, and paid employment by providing transportation. Job sites include councils-on-aging, Habitat for Humanity project sites, South Shore Hospital, and shelters. A portion of the service area does not have THE RIDE or other means of public transportation.	Operating	\$78,100	\$78,100	\$156,200	People with disabilities, low income	Quincy to Plymouth, and west to Canton, Whitman, and Halifax (area is expanded as needed)	Increase service coverage	Service area includes Boston Region and a portion of Old Colony
Greater Lynn Senior Services (GLSS)	Reaching Beyond Borders: The GLSS Mobility Links Project, (funding requested for 3 years) A community-wide planning project to create a strategic plan to address mobility barriers across the region. The plan will integrate mobility management across 19 communities and improve efficiency through transportation coordination, reducing redundancy and increasing access and ridership to existing transportation as well as hidden resources to increase transportation options. (Project will build on the first 3 phases.)	Capital, Mobility Management	\$559,159	\$172,803	\$731,962	Low-income, senior citizens, people with disabilities	19 communities on the North Shore	Travel training and education, mobility management, reduce duplication through coordination, improve the accessibility of existing services	

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NEW FREEDOM PROPOSALS RECEIVED, FEBRUARY 2012 SOLICITATION (page 2 of 2)

Applicant	Project Description	Project Type	Total Funds Requested	Local Match	Total Cost	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Comment
Greater Lynn Senior Services (GLSS) (Received grants in 2009 and 2010 for Phases 1, 2 and 3)	Reaching Beyond Borders: The GLSS Mobility Links Project, (funding requested for 3 years) Continue operating and expand services to include 19 communities) The components of the project include a Travel Counseling Call Center, a volunteer driver program that focuses on meeting key transportation gaps, and a new kiosk pilot at 3 community locations where consumers work with travel coaches to plan trips, assess critical driving skills, and develop individualized training supports.	Capital and Operating	\$783,557	\$382,400	\$1,165,957	Low-income, senior citizens, people with disabilities	19 communities on the North Shore	Increase hours of operation and service, increase coverage, travel training and education, mobility management	Physicians are now referring caregivers and consumers with transportation issues for travel counseling. The program has gained national recognition and the agency has been invited to give a national webinar on innovations in mobility management.
MBTA	Taxi Vouchers for Paratransit Customers Program, (funding requested for 3 years) Proposes to improve mobility for paratransit customers by subsidizing non-ADA mandated trips via taxi. Trips could include same-day reservations, destinations from or to the new Premium Service area, or to connect to other RTAs. Service would be available 24 hours a day, 7 days per week.	Operating and Planning	\$389,707	\$282,955	\$672,662	People with disabilities	THE RIDE service area and perhaps beyond	Increase hours of operation and increase coverage	
MetroWest Regional Transit Authority (MWRTA)	Mobility Management and Training Support (funding requested for three years) Conduct mobility management activities to enhance transportation opportunities that exceed ADA requirements	Capital	\$200,000	\$66,667	\$266,667	Low-income, senior citizens, and people with disabilities	MetroWest service area	Mobility Management and training	
MetroWest Regional Transit Authority (MWRTA)	New Freedom Call Center Develop a paratransit call center at the new paratransit center. This will allow call taking, scheduling, dispatch, training, operations, and maintenance to be housed in one facility. The New Freedom funds will be used to provide the enhanced call center, training rooms and mobility management to enhance the existing paratransit operations.	Capital	\$600,000	\$150,000	\$700,000	Low-income, senior citizens, and people with disabilities	MetroWest service area	Improve technology and communication, mobility management	
New England Paralyzed veterans of America (NEPVA) (received grants in 2008 and 2010)	NEPVA Transportation Program: Provide transportation to medical appointments and social events for disabled veterans.	Capital	\$44,000	\$11,000	\$55,000	Non-service connected veterans with disabilities	Greater Boston	Increase coverage	"Non-service connected" means that the individual's disability did not occur or was not aggravated while on active duty. These individuals generally are not eligible for VA transportation.
Salem/North Shore Career Center (NSCC) (First year awarded in 2008, second year awarded in 2010) JARC funds also requested for this project.	Mobility Management and Employment Express (funding requested for years 3, 4, and 5), a subscription paratransit service providing access from across the North Shore to employment corridors in Salem, Peabody, and Danvers. Mobility management includes an advisory service for persons with disabilities and low-income individuals, helping them to access appropriate and affordable transportation throughout the North Shore. Expand services to include Beverly and Lynn and individuals who may no longer be eligible for THE RIDE. (Also requested JARC funds for this project.)	Capital and Operating	\$1,363,188	\$1,058,028	\$2,421,216	People with disabilities and low incomes	Beverly, Danvers, Lynn, Peabody, Salem	Increase coverage; provide travel training, mobility management	
Total Funds Requested			\$4,293,147	\$2,401,189	\$6,644,336				
Total Funds Available in the Boston Urbanized Area			\$1,619,919						