

Coordinated Human Services Transportation Plan

for the Greensboro Urban Area

Adopted May 28, 2008

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Planning for the transportation future

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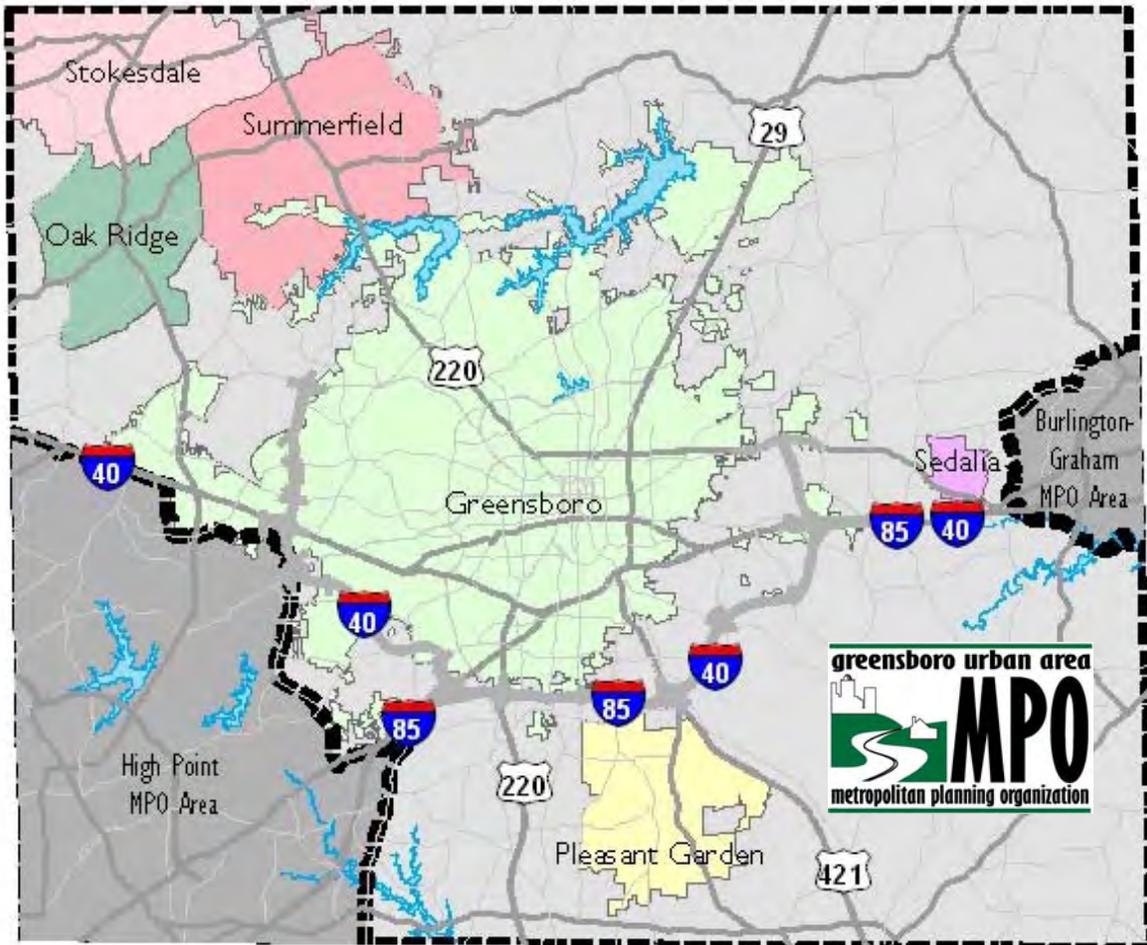
Acknowledgements

The Greensboro Urban Area Metropolitan Planning Organization would like to acknowledge the assistance of the following interagency staff team that worked to facilitate the development of this plan:

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Context and Background

The Greensboro Urban Area consists of the City of Greensboro, the Towns of Pleasant Garden, Oak Ridge, Sedalia, Stokesdale, and Summerfield, and much of unincorporated Guilford County. It is part of the larger Piedmont Triad region of North Carolina, which includes the cities of Winston-Salem, High Point, and Burlington. This plan focuses specifically on the Greensboro Urban Area, shown in the map below.



This is the planning area for the Greensboro Urban Area Metropolitan Planning Organization (MPO), which coordinates transportation planning and funding between municipalities, the county, the state, and the federal government. For more details about the area and the MPO, refer to the current Long Range Transportation Plan, available at www.guampo.org.



The major public transportation provider in the area is the Greensboro Transit Authority, part of the City of Greensboro. In addition to its fixed-route system, GTA offers the Specialized Community Area Transportation (SCAT) Service, a shared-ride transportation service for eligible riders who have a disability that prevents them from riding fixed-route buses. SCAT operates citywide and carried 180,000 trips in fiscal year 2007. More information about SCAT is available at www.greensboro-nc.gov/departments/GDOT/divisions/gta/about_scat.

Outside the City of Greensboro, Guilford County Transportation and Mobility Services (TAMS) provides shared-ride para-transit services for people with disabilities, older adults, and others. The agency is a result of a consolidation effort from the 1990s. Prior



to TAMS, individual human services agencies were each operating transportation for their clients. The Piedmont Authority for Regional Transportation, a regional transit authority, also provides some specialized transportation services for trips across jurisdictional boundaries in the Triad.

The MPO, GTA, and TAMS worked together with stakeholders and customers to create this **Coordinated Human Services Transportation Plan** (hereafter referred to as a Coordinated Plan) using a one-day workshop to identify a vision and key objectives. Appendix 3 includes a list of the workshop attendees. Coordination should result in various groups working together to improve transportation for human services. The workshop was designed to produce a plan for the future and a fair and equitable project selection process. Coordination should reduce duplication of services and increase efficiency, leading to services that are convenient, understandable, easy to use, and affordable.

A separate but related effort is PART's Seamless Mobility Study, currently underway, which looks at ways to improve coordination between all transportation providers in the Triad. It focuses on fixed-route transit services but includes some study of paratransit services, whereas this locally developed plan focuses on paratransit but includes some mention of fixed-route services.



This type of plan is a good opportunity for the community to examine its existing human services transportation systems and chart a course for the future. It is also intended to allow the community to access certain federal transit funds made available through the most recent federal transportation legislation. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) makes these funds available to urbanized areas but requires the completion of a coordinated plan.

Federal Funding Programs

The three main federal funding programs related to this plan are the Elderly Individuals and Individuals with Disabilities Program, the Job Access and Reverse Commute Program, and the New Freedom Program. For each of these, formulas determine an area's funding amounts, and projects must be derived from a Coordinated Plan. Matching amounts also apply, usually with federal funding at 80 percent of the total project cost for capital projects and at 50 percent for operations projects.

The **Elderly Individuals and Individuals with Disabilities** Program (Section 5310 of the federal law) focuses on transportation services for older adults and people with disabilities. As a state-administered program, the North Carolina Department of Transportation (NCDOT) will handle the process, but funded projects still must be derived from Coordinated Plans. About \$10 million statewide is available now, reflecting accumulated funds since fiscal year 2006. After this year, around \$3.5 million is expected per year statewide. Under this program, private non-profit agencies or public entities that coordinate human service transportation may propose projects. Federal funds can be used for capital projects or state-level administrative expenses. Because North Carolina is a pilot state for this program, operating projects are also eligible.

The **Job Access and Reverse Commute** Program (JARC, Section 5316) funds projects that improve access to employment and employment-related activities for people with lower incomes, including reverse-commute services. It is locally administered, with about \$370,000 available now for the area, then

around \$130,000 expected per year for the area after this year. Private non-profit agencies, public entities, and public or private operators of public transportation services may propose projects under JARC. It can fund capital, planning, operating, or administrative costs. JARC projects must be chosen through a competitive selection process.

Finally, the **New Freedom** Program (Section 5317) provides for new public transportation - or alternatives to public transportation - for people with disabilities. It focuses on services that go beyond the requirements of the Americans with Disabilities Act (ADA). Like JARC, it is locally administered, the same entities are eligible to propose projects, and projects must come from a competitive selection process. About \$232,000 is available now for the area under this program, with around \$80,000 expected per year for the area after this year. These funds can only be used for capital or operating projects.

For the Greensboro area, the City of Greensboro will administer funds for both the JARC and New Freedom programs. This role is called the **designated recipient** and is essentially that of a banker. It allows Federal Transit Authority (FTA) funding for the area to pass through the designated recipient to organizations providing transportation services. Because the City already works with FTA funding programs, stakeholders agreed that it was the logical choice to administer the funds. Appendix 1 includes a copy of the City's request to be the designated recipient.

For more information about the federal funding programs, please visit www.fta.dot.gov. The remainder of this plan reviews the results of the one-day planning workshop, which set the vision, examined current resources, identified gaps and how to address them, and prioritized key objectives. Tables representing the workshop products are included in Appendix 4.

The Vision

Workshop participants helped create a shared vision for coordinated human services transportation in the Greensboro area. The group followed a participatory process starting with a question: *What services would you like to see in place to provide mobility for persons with disabilities, the elderly and those who need to access employment?*

After some individual brainstorming, small groups compiled their ideas. The larger group reviewed the ideas and grouped them into the following categories, each of which is discussed more below: Improved Marketing Outreach and Awareness; Accessible, Safe, Convenient Infrastructure; Systems Efficiencies; Comprehensive Service Enhancements; Inter-/Intra-Coordination and Communication; and Innovative Resource Development.

Improved Marketing Outreach and Awareness

This category reflects a desire for education about transportation services. Ideas included a one-call trip planner or call center and publicity about what's available.

Accessible, Safe, Convenient Infrastructure

This category expressed a vision of physical features that enhance access to transportation, rather than acting as a barrier to it. Ideas included accessible, barrier-free, and comfortable sidewalks, bus stops, and passenger waiting areas. The vision includes more sidewalks and curb cuts than currently exist. Participants also mentioned park-and-ride lots as a way to enhance accessibility to transportation and employment for people with cars who cannot access transit directly from home but would prefer not to drive for the entire trip.

Systems Efficiencies

Items in this category focused on the provision of efficient service that works well both for the operator and the passenger. Timely service and on-time performance was a key issue, along with related variables such as scheduling, in-vehicle ride time, realistic status reports, and policy-defined wait times. Participants suggested technology improvements that could increase efficiency, such as "next bus" information at stops, automated vehicle location systems for routing and dispatching, in-vehicle navigation systems to assist drivers, and "smart

cards” for fare payment. Another idea was to empower individual vehicle operators by giving them more decision-making flexibility and leeway in overriding computer-generated routes and schedules.

Comprehensive Service Enhancements

This category contained the most ideas from participants, encompassing many different types of enhancements and improvements to existing services. Some were time-based enhancements (expanded weekend and evening services with the same fixed routes as in the daytime, longer service hours, and service 365 days of the year), and some were place-based (expansion of fixed routes and connectors to provide citywide service as SCAT does, which would increase independence for SCAT customers who might then be able to use the fixed-route system). Participants also wanted to see the use of smaller lift-equipped vehicles for door-to-door service and volunteer drivers using donated vehicles. Other enhancements included consistent on-call and same-day service similar to taxis, effective routing and zonal operations, and the provision of door-through-door or sign-in and -out service at the customer’s request.



Inter-/Intra- Coordination and Communication

This category of the vision shows a desire for a high level of coordination and communication within an agency, between agencies, and between the agency and the customer. One key element of this part of the vision was a centralized dispatch/scheduling call center, allowing any passenger in the area to make one call to schedule each trip regardless of destination or trip purpose. Clear and consistent communication between dispatch, drivers, and riders would provide information needed to make logical decisions, leading to reduced duplication of service. Technology improvements mentioned under Systems Efficiencies also applied to this category, including automated vehicle location systems, “next bus” information, and “smart cards” for fare payment. The provision of taxi-like on-call service from Comprehensive Service Enhancements also appeared in this category. These ideas would help the area reach its vision of seamless coordination between systems, seamless trips between jurisdictions and other counties, and better coordination between public agencies and private partnerships for existing services.

Innovative Resource Development

The final element of the vision reflects a need for additional funding and for creativity in developing funding resources. Participants suggested tapping all funding sources, using less local dollars, and tying funding levels to passenger counts. The vision includes more federal, state, and local government programs to make transportation services affordable for people who need assistance. Specific improvements needing addi-

tional funding included the construction of more wheelchair ramps to allow door-to-door access to wheelchair-bound individuals and the purchase of small fuel-efficient hybrid vehicles.

Existing Resources

After composing the vision of a fully coordinated transportation system, workshop participants examined how existing resources already address some elements of the vision. Through individual brainstorming and group collaboration, teams listed existing resources and then aligned them with ideas from each category of the vision as summarized below.

Improved Marketing Outreach and Awareness

Existing resources for this category include web sites and service brochures from GTA/SCAT and PART. Participants also noted that GTA has a marketing/communications specialist and a committee that deals with marketing issues.

Accessible, Safe, Convenient Infrastructure

The City of Greensboro has a sidewalk improvement plan, sidewalk construction program, and development ordinances that require the construction of new sidewalks and wheelchair ramps, which helps to meet the vision of accessible sidewalks and curb cuts. GTA also has plans to upgrade existing shelters and bus stops and add new shelters and other passenger facilities. PART operates a small number of park-and-ride lots in the area, some of which are intended for carpooling and some of which have PART bus service. Existing services that workshop participants grouped with this category include Career Express, PART's shuttle service to work locations, and a dial-a-ride service.

Systems Efficiencies

Timely service was a major element of this category. Participants noted that GTA's fixed-route buses tend to provide on-time service and have improved service frequencies and hours. Some noted that SCAT and TAMS also have good records of on-time performance. In the area of technology for improved service, GTA staff noted that it was anticipating the purchase of automated vehicle-locating systems for the coming year. Participants listed the GTA, SCAT, TAMS, and PART transit systems as general examples of the provision of relatively efficient service.

Comprehensive Service Enhancements

Service enhancements, by their nature, build on existing services, including GTA's fixed routes and connector routes, the HEAT service, SCAT, and TAMS. Hi-Tran, the transit agency for the High Point area, and its Dial-a-Lift service, along with Goodwill's Wheels to Work, were also listed. Where the vision had included 365-day service, GTA staff noted that SCAT provides service 362 days per year. Related to the use of volunteer drivers, participants noted that the Senior Wheels program and the Shepherd Center provide rides using volunteers, as do other existing programs. Private taxi services exist in the area and some serve medical and miscellaneous trips for people with disabilities, although participants noted that these services can be expensive. Part of the vision had included sign-in and sign-out service, which TAMS provides to its passengers.

Inter-/Intra- Coordination and Communication

Because TAMS was created as a consolidation of earlier disjointed transportation providers, participants saw it as an existing example of coordination. A centralized dispatch system was part of the vision, and staff noted that GTA's fixed route and SCAT services have centralized dispatch. Other communications-related resources for GTA's fixed route services include marketing, a web site, and the Talking Bus feature that announces the route and major stops for persons with visual impairments. The Trapeze technology attempts to coordinate scheduling and is shared by four area transit systems, and a regional technology plan is underway. In the area of seamless coordination and services, the Piedmont Triad Seamless Mobility Study will investigate additional options, and PART provides regional medical trips.

Innovative Resource Development

GTA staff noted that the agency was tapping federal, state, and local funding resources, and there are current efforts underway to access more grant funding for the area. In the area of alternative vehicle resources, TAMS staff noted that its contractor was considering the purchase of hybrid vehicles.



Identifying the Gaps

Armed with a shared vision and information about resources that already contribute to that vision, workshop participants documented the major gaps between what the community has and what it wants.

Improved Marketing Outreach and Awareness

In the area of Improved Marketing Outreach and Awareness, two major gaps emerged: a comprehensive communication format and a centralized resource center. Although marketing and communications efforts currently exist, they are usually specific to a single operator or service. Resources exist to address many of the needs in the community, but it can be difficult to know which number to call. Also, communications formats need to be accessible to all individuals, including those with visual or auditory impairments and those with limited English proficiency.

Accessible, Safe, Convenient Infrastructure

Funding was the major gap identified in the category of Accessible, Safe, and Convenient Infrastructure. Programs exist to construct and repair sidewalks and install bus shelters and other infrastructure, but current funding levels will not permit these programs to improve facilities enough to reach the shared vision. Workshop participants also specifically identified funding for retrofit projects – for example, improving an existing sidewalk that is not ADA-compliant – as a key gap.

Systems Efficiencies

The Systems Efficiencies category had three major gaps identified. Participants hoped that filling a technology gap would improve routing, scheduling, and tracking of vehicles and passengers. A second gap

was the seamless linkage of different services. The third gap, related to but distinct from the second, was the expansion of the GTA service area for fixed-route buses. Although the SCAT system provides service city-wide, many areas of the City are not within walking distance of a fixed or connector route. Many riders able to access fixed-route buses would prefer the independence of doing so but do not have that option, and fixed-route buses might prove more efficient than paratransit in some areas.

Comprehensive Service Enhancements

In the category of Comprehensive Service Enhancements, participants identified three gaps: appropriate pairing of resources to clients, inconsistent provider service hours, and same-day services. From the customer's perspective, a trip is a trip, while from the agency's perspective, each passenger and trip purpose must meet specific requirements in order for the agency to receive funding. The idea of improved pairing of resources to clients encompasses the expanding role of volunteers in the system and the need for funding to match demands. Extending similar operating hours and same-day service policies consistently across the area would simplify the process of planning trips for users.

Inter-/Intra- Coordination and Communication

One major gap was identified under Inter- /Intra- Coordination and Communication: interactive real-time communication. Participants noted that there needed to be more interaction between agencies that schedule services as well as between those agencies and the customers.

Innovative Resource Development

Finally, in the area of Innovative Resource Development, participants considered the existing resources and noted two main gaps. The first gap relates to the absenteeism of many potential funding partners from the arena of transportation services. Philanthropic foundations and other grant-making organizations do not seem to be present at the table in the area of transportation for people with special needs, despite its likely importance and relevance to many of their goals and objectives. The second gap participants identified was that current and past funding efforts have been disjointed, and that perhaps a more unified approach could bring additional funds to the area.



Key Objectives and Prioritization

With the above gaps and the vision in mind, workshop participants helped to create key objectives that would bring the area closer to the vision of fully coordinated human services transportation. For each objective, multiple actions will contribute towards a desired outcome, and some objectives might address more than one gap or more than one category of the vision. The six key objectives are outlined below.

The final step for workshop participants was to reflect on the key objectives and consider how to prioritize them. With so many possible actions, it will be important to make improvements in a logical manner. Attendees applied a simple three-pronged prioritization scheme to the objectives by considering which objectives would meet the greatest need, which would be most feasible, and which would be easiest to implement. Although it is important to meet the greatest needs, it may be difficult to meet some pressing needs initially. More feasible or easier-to-implement changes, though they may be smaller at the outset, can sometimes lead to bigger changes. In the area of feasibility, participants considered technology, finance, politics, existing organizational structures, and other variables unique to the area. In the area of ease of implementation, participants considered what could be accomplished with small tweaks, how existing services could be extended to meet needs, whether policy changes or board approvals would be required, and whether major infrastructure would be needed. Prioritization criteria are noted with each of the objectives below.

Marketing and Outreach

Educate riders, agencies, the general public, legislators, and potential funding partners and raise awareness about the services that are available. Create additional rider incentives.

Actions to meet the goal:

1. Produce brochures and get publicity on television and radio
2. Create info booths for health fairs and similar events
3. Educate 211 and other information-providing agencies about the services
4. Create billboards
5. Outreach through faith community, schools, employers
6. Schedule demonstrations



Desired Outcomes

Increased awareness leads to increased use and increased funds from fares and funding partners. Services receive improved public perception.

Prioritization: Most feasible; ease of implementation

Supplemental and Alternative Services

Supplemental transportation services can add flexibility, link existing services, and provide alternatives for users.

Actions to meet the goal:

1. Explore viable time-sensitive alternatives
2. Develop programs/services to link existing services and extend service hours.
3. Use taxis and other available transportation to supplement core services.

Desired Outcome:

Supplemental and alternative options that maximize customer satisfaction.

Prioritization: None

Service Efficiency

Improved service efficiency leads to above-average delivery of service. Training for all staff and communication between all stakeholders would contribute to a high level of quality service. Planning and visioning for the future can help to set goals and objectives and enable flexibility in meeting them.

Actions to meet the goal:

1. Establish performance standards for operators and the service
2. Conduct regularly scheduled meetings to evaluate progress; make changes toward achieving goals and objectives.
3. Develop short- and long-range plans for the future, evaluating periodically and updating as needed.

Desired Outcomes:

A system that operates efficiently and effectively, with cost savings, skilled staff, and happier riders, which is a good use of taxpayer dollars.

Prioritization: Meets the greatest need

Enhance the Quality of Service to Customers

Quality of service can be enhanced through improving scheduling, communication, customer service, overall operations, and quality control. Enhanced quality of service improves all aspects of transportation for persons with disabilities, older adults, and people with low incomes.

Actions to meet the goal:

1. Install vehicle locators and in-vehicle navigation
2. Create a centralized (county-wide or region-wide) call center
3. Create a centralized dispatch system
4. Take reservations and send information/confirmation by e-mail
5. Install real-time communication devices to provide up-to-date information
6. Implement and expand technology and management improvements

Desired Outcome:

A seamless delivery of transportation services to increase commuter satisfaction.

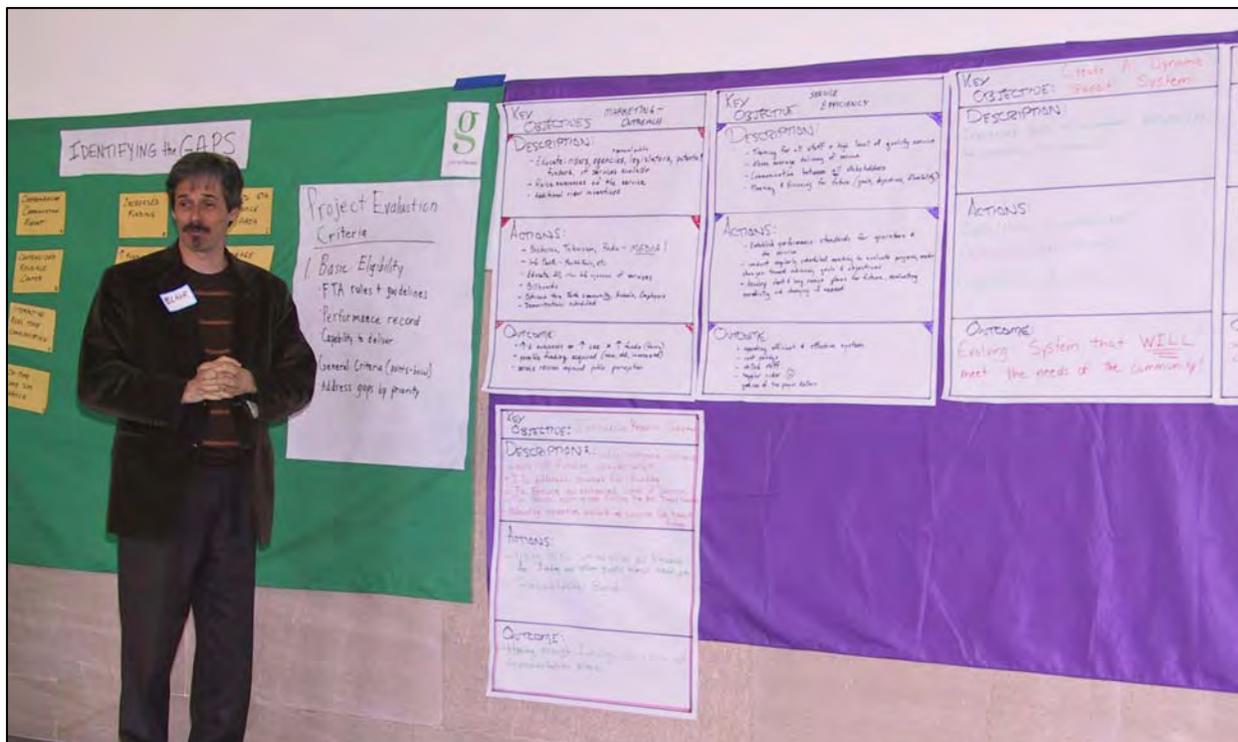
Prioritization: Meets the greatest need; most feasible

Create a Dynamic Transit System

A dynamic transit system has high levels of involvement by the community and agencies.

Actions to meet the goal:

1. Existing transportation authorities reach out to nonprofit organizations to improve coordination of services and funding
2. Include appropriate nonprofit organizations and foundations in planning
3. Consolidate regional transit operations/systems
4. Initiate stakeholder involvement – politicians, directors, legislators, and PART
5. Share ideas to ensure that all stakeholders have been included in the process
6. Improve communication by holding public meetings, focus groups
7. Institute a transportation open forum (quarterly)
8. Work together to develop coordinated efforts to resolve issues



- Bring together transportation agencies monthly – NCDOT; MPO; COG; Triad Regional Transportation Board

Desired Outcome:

An evolving system that **will** meet the needs of the community.

Prioritization: Ease of implementation

Innovative Resource Development

This objective focuses on finding and allocating additional, alternative ways of paying for paratransit in order to ensure enhanced levels of service.

Actions to meet the goal:

- Implement programs funded through JARC, New Freedom and Section 5310
- Research to identify other means of obtaining funding opportunities
- Seek out non-traditional funding sources
- Coordinate all county transportation systems to access greater funding opportunities
- Support transportation bond funding for sidewalks, bus-stop amenities/facilities, and other infrastructure
- Develop incentives for agencies/businesses that wish to participate
- Base fares on individual income
- Use local universities for research for alternative needs, funding, etc.

Desired Outcome:

The area will have sufficient funding to carry out transportation plans and reach its vision.

Prioritization: None

Next Steps

As outlined above, key priority objectives are service efficiency, marketing and outreach, enhancing the quality of service to customers, and creating a dynamic transit system. Service providers will need to work together creatively to conceive projects and services that bring the Greensboro area closer to these objectives.

One part of this effort is the use of funding from the federal JARC and New Freedom programs. Stakeholders will need to continue working together to apply for and receive this funding. The City of Greensboro will serve as the Designated Recipient to administer these funds. In order to help implement this plan and to meet federal requirements, a competitive process will select projects for funding under these two programs. Although the Designated Recipient must ensure that this process occurs, it may delegate administration of the competitive process to another organization. The MPO will take on this role. Its Transportation Advisory Committee (TAC), which is composed of elected officials from the City of Greensboro and Guilford County and a member of the North Carolina Board of Transportation, will have the final decision regarding project selection.

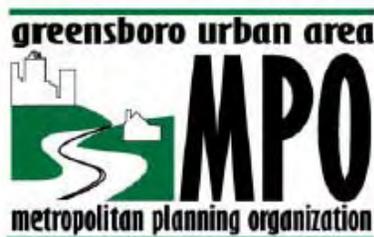
In general, the project evaluation criteria consist of two main elements: basic eligibility requirements and other criteria. Agencies proposing projects must meet FTA rules and guidelines, have a satisfactory performance record, and demonstrate the capability to deliver the project as proposed. In addition, projects will be ranked using other criteria designed to give more weight to projects that address multiple gaps or meet key priority objectives outlined in this plan.

In 2008, the first year for this process, funding is available from federal fiscal years 2006, 2007, and 2008. Future competitive selection processes may be for a single year of funding or for multiple years. Appendix 5 includes the criteria for evaluation of projects in 2008, and Appendix 6 includes the 2008 call for projects.

In addition to conducting the competitive selection process for these funds on a regular (if not annual) basis, implementation of this plan will depend on the continued participation and collaboration of service providers, customers, political leaders, and other stakeholders. This plan should be reviewed and updated as needed in the future.

One issue that emerged from the planning workshop, but which is not likely to be addressed through the project proposal process, is the need for a more regional approach to coordinated human services transportation planning. Greensboro's MPO boundary contains less than a whole county, so a coordinated planning process for the entire MPO area excludes some parts of the Guilford County TAMS service area. This MPO-wide plan is sufficient for meeting federal requirements and is a necessary step given time constraints, but a more regional approach might better address this issue. Therefore, a final recommendation of this plan is to **pursue additional regional coordination** in the area of transportation for persons with disabilities, the elderly, and people with low incomes. PART's Seamless Mobility Study, currently underway, may help to meet this recommendation.

Appendix I: Designated Recipient Request and MTIP Amendment



April 7, 2008

Secretary Lyndo Tippet
North Carolina Department of Transportation
P.O. Box 25201
Raleigh, NC 27611-5201

SUBJECT: Designated Recipient for JARC and New Freedom Program Funding

Dear Secretary Tippet,

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), Public Law 109-59, requires assignment of Designated Recipients within urban areas for funding under the federal Job Access Reverse Commute (JARC; Section 5316) and New Freedom (Section 5317) programs. After consulting with local officials, the **Greensboro Urban Area Metropolitan Planning Organization (MPO)** requests that you designate the **City of Greensboro to administer these funds for the Greensboro Urban Area**. The MPO will act as the lead agency for the competitive selection process required for these funds. Please see the attached resolution for details.

The City of Greensboro is already the Designated Recipient for federal transit funding under Section 5307. The additional designation will help us direct federal funds to additional projects providing public transportation services under the Federal Transit Administration's guidelines.

If you have any questions or need any additional information, please contact Mr. Tyler Meyer, Planning Division Manager with the City of Greensboro Department of Transportation at 336-373-2254 or tyler.meyer@greensboro-nc.gov.

Sincerely,

Robbie Perkins,
TAC Chair

Mitchell Johnson,
City Manager

cc: Tyler Meyer, AICP, Transportation Planning Division Manager, City of Greensboro
Libby James, Public Transportation Division Manager, City of Greensboro
Mark Kirstner, AICP, Director, Guilford County Transportation and Mobility Services
Adam Fischer, P.E., Acting Director, Greensboro Department of Transportation
Roberto Canales, P.E., NCDOT Deputy Secretary for Transit
Miriam Perry, Director, NCDOT Public Transportation Division

Planning for the transportation future

LEAD PLANNING AGENCY: CITY OF GREENSBORO DEPARTMENT OF TRANSPORTATION
P.O. BOX 3136 GREENSBORO, NORTH CAROLINA 27402-3136 · 336 373-4368 · fax 336 412-6171 · www.guampo.org

RESOLUTION APPROVING THE CITY OF GREENSBORO AS THE DESIGNATED RECIPIENT FOR FEDERAL JOB ACCESS REVERSE COMMUTE AND NEW FREEDOM PROGRAM FUNDS

A motion was made by TAC Member Kirk Perkins and seconded by TAC Member T. Dianne Bellamy-Small for the adoption of the following resolution, which upon being put to a vote was duly adopted.

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users established three Federal Transit Administration (FTA) human service transportation funding programs: *Elderly Individuals and Individuals with Disabilities* (Section 5310), *Job Access and Reverse Commute* (JARC, Section 5316), and *New Freedom* (Section 5317); and

WHEREAS, federal law designates the State of North Carolina as the recipient and administrator of *Elderly Individuals and Individuals with Disabilities* funds; and

WHEREAS, in order for the Greensboro Urban Area to receive federal funds for the JARC and New Freedom programs, the administrative recipient of funds allocated to the urbanized area must be designated by the Governor of North Carolina; and

WHEREAS, the City of Greensboro already administers other FTA funding programs through the Greensboro Transit Authority and has the administrative and financial capacity to administer these funds as well; and

WHEREAS, the MPO has consulted with responsible local officials and publicly owned operators of public transportation in recommending this designation; and

WHEREAS, the collaborative efforts of local transportation service providers, human services agencies, and the MPO will culminate in the production of a coordinated plan for human services transportation and the development of a framework for a competitive selection process; and

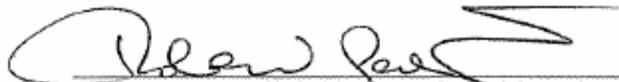
WHEREAS, the designated recipient is responsible for conducting the competitive selection process for JARC and New Freedom funds but may establish alternative arrangements to administer and conduct the competitive process; and

WHEREAS, the City of Greensboro does hereby establish that the MPO will serve as the lead agency for the competitive selection process, all parties having concurred;

NOW, THEREFORE, be it resolved that the Greensboro Urban Area Transportation Advisory Committee formally requests that the Governor of North Carolina designate the City of Greensboro as the recipient of JARC (Section 5316) and New Freedom (Section 5317) program funds for the Greensboro Urban Area.

I, Robbie Perkins, TAC Chair
(Name of Certifying Official) (Title of Certifying Official)

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this, the 7th day of April, 2008.

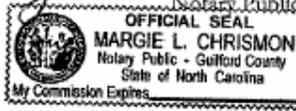

Chair, Transportation Advisory Committee

Greensboro Urban Area Metropolitan Planning Organization

Subscribed and sworn to me on this, the 7th day of April, 2008.

Margie L. Chrismon

My commission expires 6-23-2012





Assignment of Designated Recipient and Amendment of 2007-2013 MTIP for JARC and New Freedom Funds

Background

The 2007-2013 Metropolitan Transportation Improvement Program (MTIP), currently in effect, requires amendment to show funding allocated to the urban area for two federal transit programs. For both of these programs, large urbanized areas such as Greensboro receive formula-based funding allocations that can be applied to projects after a competitive selection process. The Coordinated Human Services Transportation Plan will address how these funds might be spent. In addition, the MPO must concur on the designation of a recipient to administer these funds.

The *Designated Recipient* acts as an administrator and banker, working with and distributing funds to agencies that may receive funds through these programs. Through the Greensboro Transit Authority, the City of Greensboro already administers the Urbanized Area Formula (Section 5307) federal transit funds. As such, it has the existing framework in place to administer funding under additional federal transit programs. After consultation with local officials and publicly owned operators of public transportation as required by federal law, staff recommends that the MPO request designation of the City of Greensboro as the Designated Recipient for the programs described below.

The Job Access/Reverse Commute (JARC) Program provides funding for local programs that offer job access and reverse commute services to provide transportation for low-income individuals who may live in the city core and work in suburban locations. The total amount of JARC funding allocated to the Greensboro Urban Area from FY 2006 through FY 2008 is \$369,878.

The New Freedom Program encourages services and facility improvements to address the transportation needs of persons with disabilities. These improvements must exceed the requirements of the Americans with Disabilities Act. The total amount of New Freedom funding allocated to the Greensboro Urban Area from FY 2006 through FY 2008 is \$232,306.

If not accessed soon, FY 2006 funding in these programs will *lapse* or expire. Amending the MTIP at this time will allow these funds to be accessed without lapsing. The amendment provides placeholder projects to provide for the expenditure of these funds. The placeholder projects show 50% federal funding and a 50% local match, consistent with requirements for operations projects; the local match could be less if capital projects are selected. Staff will also include placeholder projects for these funds in the 2009-2015 MTIP, which is currently under development.

The proposed action is to add two public transportation placeholder projects to provide for JARC and New Freedom funds for FY 2006 – FY 2008.

Impacts

- Air Quality Analysis: Not required
- 30-Day Public Review Period: Public review will occur with development of the Coordinated Human Services Transportation Plan

Planning for the transportation future

Greensboro Urban Area MTIP, FY 2007 – 2013 Amendment

Proposed Actions

- TAC approval of the Designated Recipient resolution
- TAC adoption of the MTIP amendment

Next Steps

- Transmittal of Designated Recipient status to the Federal Transit Administration by NCDOT as the Governor’s designee
- STIP amendment by the NC Board of Transportation

New Projects:

ID NO.	COUNTY	LOCATION	DESCRIPTION	TOTAL EST. COST (THOU)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
TM-XXX8	GUILFORD	GREENSBORO URBAN AREA	Capital, Operations, and/or Planning Costs for Job Access/Reverse Commute Services (Includes funding from FFY 2006 through 2008)	740	CAPITAL/ OPERATIONS/ PLANNING	JARC	370	FFY 08
					CAPITAL/ OPERATIONS/ PLANNING	L	370	FFY 08
TM-XXX9	GUILFORD	GREENSBORO URBAN AREA	Capital and/or Operations Costs for New Public Transportation Services/Improvements Beyond ADA Requirements (Includes funding from FFY 2006 through 2008)	464	CAPITAL/ OPERATIONS	FNF	232	FFY 08
					CAPITAL/ OPERATIONS	L	232	FFY 08

Acronyms:

JARC: Job Access/Reverse Commute Program

FNF: New Freedom Program

L: Local

FFY: Federal Fiscal Year

Appendix 2: Workshop Announcement and News Release

Coordinated Transportation Planning Workshop

DATE: Monday, March 17th, 2008

TIME: 9:00 a.m. to 4:00 p.m.

LOCATION: J. Douglas Galyon Depot (west wing)
236-C E. Washington Street
Downtown Greensboro

SPONSORED BY: Guilford County Transportation and Mobility Services,
Greensboro Urban Area Metropolitan Planning Org.,
City of Greensboro/Greensboro Transit Authority

PUBLIC WORKSHOP

This workshop will gather information from the community to help develop a *Coordinated Human Services Transportation Plan*. We would like your input on how specialized transportation services are working in Greensboro and surrounding parts of Guilford County. We'll focus on employment transportation and on mobility for persons with disabilities. Bring your ideas on what's working, what isn't working, and how we can work together to fill gaps in our services.

THE OUTCOME

The results from the workshop will be used to apply for federal transit funding grants. If approved, these grants could provide approximately \$600,000 for employment and ADA transportation needs to our community in the short term, with smaller grant amounts expected to continue in future years.

RSVP

Space is limited. Please RSVP by noon on March 12th to Crystal Wickline at (336) 641-5799 or by email at cwickli@co.guilford.nc.us. Lunch will be provided. When you RSVP, please let Crystal know if you have any special parking needs or dietary requirements.

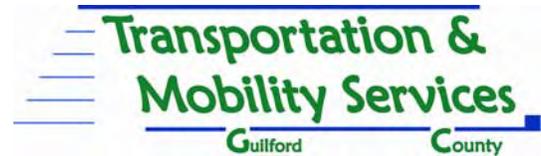
**WE LOOK FORWARD TO SEEING YOU AT THE WORKSHOP AND
HEARING YOUR GREAT IDEAS!**

NEWS RELEASE

FOR IMMEDIATE RELEASE

March 6, 2008

Contact: Mark E. Kirstner, Guilford County Transportation and Mobility Services, 641-7715
Sharon Smiley, Greensboro Dept. of Transportation, Public Transit Division, 373-2182
Peter Ohlms, Greensboro Urban Area MPO, 373-2903



Public Workshop Will Identify Specialized Transportation Service Needs

Individuals in the community who have an interest in specialized transportation services are encouraged to participate in a free workshop to help develop a Coordinated Human Services Transportation Plan for Greensboro and Guilford County. The workshop will be held Monday, March 17, from 9 a.m. to 4 p.m. at the J. Douglas Galyon Depot (west wing), 236-C E. Washington St., downtown Greensboro.

The workshop is sponsored by Guilford County Transportation and Mobility Services, Greensboro Urban Area Metropolitan Planning Organization and City of Greensboro/Greensboro Transit Authority.

The goal of this workshop is to gather community input in two key areas: (1) transportation for employment purposes and (2) mobility options for persons with disabilities. Discussion will focus on available transportation resources, additional service needs and prioritizing those needed services. Participants will be asked to share their ideas on what is working, what isn't and how to work together to fill gaps in service in Greensboro and surrounding parts of Guilford County.

Information collected from this workshop will help formulate a plan for improving coordinated transportation in the area. These planning efforts may also help to secure federal transit funding for employment and ADA transportation needs in the community.

Space is limited. Please RSVP by noon on March 12 to Crystal Wickline at (336) 641-5799 or by email at cwickli@co.guilford.nc.us. Also, please inform us of any special accommodations needed to participate.

For more information about the Coordinated Human Services Transportation workshop, contact one of these organization representatives:

- Mark E. Kirstner, Guilford County Transportation & Mobility Services – 641-7715
- Sharon Smiley, Greensboro Department of Transportation, Public Transit Division – 373 2182
- Peter Ohlms, Greensboro Urban Area Metropolitan Planning Organization – 373-2903.

-30-

Appendix 3: Workshop Invitees and Attendees

Workshop Invitees

The following list includes organizations and agencies that were mailed flyers about the planning workshop.

Ace- Bardolph	Family Life Council of Greater Greensboro	Marion Stedman Covington Foundation
Ace- Caldwell House	Family Services of the Piedmont Friends Home # 707	Martin Luther King Dialysis
Adams Farm Dialysis	Friendship Friends Meeting	Mayor's Committee on Persons with Disabilities
Ads-East	Gate City Non-Emergency Medical Transportation	Meals On Wheels
Ads-South	Goodwill Industries	Moses Cone Behavioral Health Center
Adult Center for Enrichment	Greensboro College	Moses Cone Health Center
Adult Health Center	Greensboro Day School	Moses H. Cone Memorial Hospital
Advanced Home Care	Greensboro Education & Development Council, Inc.	Mt Zion Senior Center
The Advocacy Project	Greensboro Health & Rehab. Center	NAACP-Greensboro
African Services Coalition	Greensboro Housing Authority, Executive Director	NC A&T State University
Area Council on Aging	Greensboro Housing Coalition	NC Board of Transportation
American Association of Retired Persons, Greensboro Chapter 354	Greensboro Jaycees	NC Council for the Blind
American Business Women's Association	Greensboro Kidney Center	NC Council for Women
American Cancer Society	Greensboro News & Record	NC Division of Vocational Rehab Services
ARC of Greensboro	Greensboro Parks & Recreation	NCDOT Division 7
Asbury UMC	Greensboro Planning Board	NCDOT Public Transportation Division
Bell House, Inc.	Greensboro Urban Area MPO Staff	NCDOT Transportation Planning Branch
Beloved Community Center, Committee of 100	Greensboro Urban Area MPO Transportation Advisory Committee	North/East Guilford County
Bennett College	Greensboro Urban Ministry	Northwest Kidney Center
Better Business Bureau, Committee of 100	Greensboro Youth Council	Nu-Life COGIC
Black Child Development Institute of Greensboro	Greensboro Zoning Commission	O. Henry Oaks
Brown Recreation Center	GTA Board	Page High School, Committee of 100
CAN-DO	GTA Riders Advisory Panel	Partnership Village
Carolina Peacemaker	Guilford College	Piedmont Authority for Regional Transportation
Child Health/High Point	Guilford County Community Development	Piedmont Land Conservancy
Child Health/Meadowview	Guilford County Department of Public Health	Piedmont Triad Council for International Visitors
Child Health/Wendover	Guilford County Mental Health/Guilford Center	Piedmont Triad Council of Governments
Claremont Residential Council, Pres., Committee of 100	Guilford County Planning Board	Public Affairs, Inc
Communications Center for the Deaf	Hayes Memorial United Holy Church	Roy Culler Center
Community Resource Board	Health Serve Ministry	Salvation Army
Concord Friends Meeting	Henry Street Dialysis	Self-Help, Committee of 100, Greensboro Ghandi-King Society
Continuing After Spinal Trauma (CAST)	High Point Kidney Center	Senior Resources Of Guilford
Cornerstone Tabernacle	High Point Metropolitan Planning Organization	Shabazz Center for Independent Living
Craft Rec. Area Senior Club	Homes Residents Council	Sierra Club, Piedmont Plateau Group
Crossroads	Independent Living Dept. of Vocational Rehabilitation	Target Department Store
Department of Social Services	Industries of the Blind	The Guilford Center
Director Housing & Residence Disabilities/Guilford Center	LeBauer Health Care, PA	Town of Pleasant Garden
Dormition of the Theotokos	Lifespan-Dundas	Town of Summerfield
Dudley Heights	Lifespan-High Point	Transportation Advocacy Center
East Kidney Center	Lifespan-Wendover	Triad Central Labor Board, Committee of 100
East Market Street Board of Directors	Main St Women's Health	
Eastern Gate Assembly of God		
Elm Tower Senior Center		
Employment Security Commission		

Greensboro Urban Area Metropolitan Planning Organization

Triad Dialysis
Triad United Way Services
Trotter Recreation Center
United Child Development Services
United HealthCare of North
Carolina
United Services for Older Adults,
Committee of 100

United Way of Greensboro
University of North Carolina,
Greensboro
Vencor - Greensboro
Volunteer Center of Greensboro
Ways to Work, Inc.
Weaver Foundation
Welfare Reform Liaison Project

Wells Memorial COGIC
Wendover Ave COC
Wesley Long Community Hospital
Winston-Salem Urban Area
Metropolitan Planning
Organization

Workshop Attendees

Attendee

Claire Holmes
Mary-Lou Zimmerman
Jack Zimmerman
Lersina Johnson
Andrew Boythe
Kathleen Mitchell
Chip Cromartie
Monica Williams
Terril Bates
Amy Steinar
Ellen Whitlock
Blair Barton-Percival
Selena Frazier
Dennis Burgess
Dr. Anjail Ahmad
Aaron Shabazz
Jennifer Fountain
Elvia Licorish
Donna Gray

Affiliation

NC Division of Services for the Blind
Guilford County Transportation Planning Board
Guilford County Transportation Planning Board
SCAT Passenger
SCAT Passenger
Family member of a SCAT passenger
Adult Center for Enrichment
Dialysis Clinics
Greensboro Housing Authority
Bell House Residential Services
Senior Resources of Guilford
Area Agency on Aging
TAMS Passenger
SCAT Passenger
SCAT Passenger
Joy Shabazz Center for Independent Living
Greensboro Transit Authority Board Chair
SCAT Passenger
Mayor's Committee on Persons with Disabilities

Staff and Facilitators

Mark E. Kirstner
Guilford County Transportation and Mobility Services
Libby James
Greensboro Department of Transportation - Public Transit Division
Sharon Smiley
Greensboro Department of Transportation - Public Transit Division
George Linney
Greensboro Department of Transportation - Public Transit Division
Sherria High
Greensboro Department of Transportation - Public Transit Division
Bruce Adams
Greensboro Department of Transportation - Public Transit Division
Tyler Meyer
GDOT/Greensboro Urban Area Metropolitan Planning Organization
Peter Ohlms
GDOT/Greensboro Urban Area Metropolitan Planning Organization
Peggy Holland
GDOT Bicycle and Pedestrian Coordinator
Nick Harrell
Greensboro Department of Transportation – Planning Division
Matt Talbott
Greensboro Department of Transportation – Planning Division
Kelly Larkins
Greensboro Department of Transportation – Planning Division
Elaine Stover
Greenschemes – workshop facilitator

Appendix 4: Workshop Products

Vision Chart					
What services would you like to see in place to provide mobility for persons with disabilities, the elderly and those who need to access employment?					
Improved Marketing Outreach & Awareness	Accessible, Safe, Convenient Infrastructure	Systems Efficiencies	Comprehensive Service Enhancements	Inter/Intra Coordination and Communication	Innovative Resource Development
Education about available services – trip planners, marketing	<p>Accessible sidewalks and bus stops + amenities</p> <p>Sidewalk improvements & curb cuts</p> <p>More sidewalks & curb cuts to increase accessibility in the community to create more independence</p> <p>Park-and-ride lots</p> <p>Comfortable shelters</p> <p>Less sidewalk and pathway barriers (physical barriers)</p> <p>Accessible infrastructure</p>	<p>Timeliness – Be on time</p> <p>Timely service</p> <p>Reexamine policy i.e. Scheduling, wait time, and ride time</p> <p>Technology for improved service – next bus, AVL, smart carts</p> <p>On-time trips and realistic status reports</p> <p>In-vehicle GPS Mapping Systems</p> <p>Driver empowerment decision making/flexibility</p> <p>Give drivers more leeway</p>	<p>Expanded week-end and evening services (same routes as daytime)</p> <p>Volunteer drivers and donated vehicles</p> <p>Expansion of the fixed route to cover service “city-wide” like the SCAT service covers the city – “Equality of Service”</p> <p>Improved service hours – nights and week-ends</p> <p>Add additional (2-3) daily service hours</p> <p>Expanded feeder services (for city wide access)</p> <p>On-call service/taxi; Service 365 days</p> <p>Effective operations – zone, routing</p> <p>“Same day” service reservations for SCAT</p> <p>Smaller vans (wheel chair equipped) for door to door service</p> <p>Door-to-door/sign-in and out service at customer’s request</p>	<p>Centralized dispatch</p> <p>Universal tool for scheduling (call center) transportation plus...</p> <p>Communications – Drivers, dispatch, riders</p> <p>On-call service/taxi</p> <p>Seamless coordination of systems</p> <p>Reduced duplication of service</p> <p>Technology for improved service – AVL, Next Bus, Smart Card (cloned)</p> <p>Seamless trips, between jurisdictions and other counties</p> <p>Better coordination for existing services (city, county, private partnerships)</p> <p>Greater accessibility between cities and county</p>	<p>Tapping all funding sources – less local \$; tie \$ to passengers</p> <p>More government programs to support affordability of bus/fare for persons in need of assistance. (Federal, state, local)</p> <p>Funding to build wheelchair ramps to allow door-to-door access to wheelchair bound individuals</p> <p>Senior transportation provided by the funding designee (more grant \$ to cover costs)</p> <p>Alternative vehicle resources – small fuel-efficient hybrids</p>

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Aligning Resources with Vision Elements			
Improved Marketing Outreach & Awareness	<i>Existing Resources</i>	Accessible, Safe, Convenient Infrastructure	<i>Existing Resources</i>
Education about available services – trip planners, marketing	<p><i>Existing websites – City, PART</i></p> <p><i>Service brochures – City, PART</i></p> <p><i>GTA has a marketing/communications specialist and committee</i></p>	<p>Accessible sidewalks and bus stops + amenities</p> <p>Sidewalk improvements & curb cuts</p> <p>Less sidewalk and pathway barriers (physical barriers)</p> <p>More sidewalks & curb cuts to increase accessibility in the community to create more independence</p> <p>Park-and-ride lots</p> <p>Comfortable shelters</p> <p>Accessible infrastructure</p>	<p><i>City sidewalk improvement plan, sidewalk construction program</i></p> <p><i>City sidewalk improvement programs and ordinance</i></p> <p><i>Wheelchair ramp requirements for city and developers (installation)</i></p> <p><i>PART park and ride lots</i></p> <p><i>Master bus-shelter plans for existing location and future locations</i></p> <p><i>GTA/Fixed Route – bus shelters & passenger amenities</i></p> <p><i>PART has a shuttle service to work locations</i></p> <p><i>Dial-a-ride</i></p> <p><i>Career Express</i></p>

Greensboro Urban Area Metropolitan Planning Organization

Aligning Resources with Vision Elements			
Systems Efficiencies	Existing Resources	Comprehensive Service Enhancements	Existing Resources
<p>Timeliness – Be on time</p> <p>Timely service</p> <p>Reexamine policy i.e. Scheduling, wait time, and ride time</p> <p>Technology for improved service – next bus, AVL, smart carts</p> <p>On-time trips and realistic status reports</p> <p>In-vehicle GPS Mapping Systems</p> <p>Driver empowerment decision making/flexibility</p> <p>Give drivers more leeway</p>	<p><i>GTA fixed route; improved service hours</i></p> <p><i>SCAT – timely, OTP good</i></p> <p><i>Guilford County – TAMS</i></p> <p><i>PART</i></p> <p><i>Hi Tran</i></p> <p><i>GC uses sign-in/sign-out</i></p> <p><i>Upcoming GTA paratransit AVL purchase – FY 2008</i></p>	<p>Expanded week-end and evening services (same routes as daytime)</p> <p>Volunteer drivers and donated vehicles</p> <p>Expansion of the fixed route to cover service “city-wide” like the SCAT service covers the city</p> <p>Improved service hours – nights and week-ends</p> <p>Add additional (2-3) hours daily</p> <p>Expanded feeder services (for city wide access)</p> <p>On-call service/taxi; 365 days</p> <p>Effective operations – zone, routing</p> <p>“Same day” service reservations for SCAT</p> <p>Smaller vans (wheel chair equipped) for door to door service</p> <p>Door-to-door/sign-in and out service at customers request</p>	<p><i>Caregiver/family volunteers</i></p> <p><i>Shepherd Center</i></p> <p><i>Senior Wheels (Senior Resources)</i></p> <p><i>GTA Fixed Route service</i></p> <p><i>GTA Connector Routes</i></p> <p><i>HEAT</i></p> <p><i>Volunteer transportation programs – V.A., ACS)</i></p> <p><i>GTA</i></p> <p><i>SCAT</i></p> <p><i>SCAT : 362 days per year</i></p> <p><i>Private Taxi/other companies</i></p> <p><i>For medical and misc. trips</i></p> <p><i>City of Greensboro – private transportation service, but they are expensive</i></p> <p><i>SCAT – safety program</i></p> <p><i>GC uses sign-in-sign-out</i></p>

Greensboro Urban Area Metropolitan Planning Organization

Aligning Resources with Vision Elements			
Inter/Intra Coordination and Communication	Existing Resources	Innovative Resource Development	Existing Resources
Centralized dispatch	<i>GTA/Fixed Route – centralized dispatch</i>	Tapping all funding sources – less local \$; tie \$ to passengers	<i>GTA: tapping all funding resources (grants) and local (FTA/NCDOT)</i>
Universal tool for scheduling (call center) transportation plus...	<i>TAMS - GC</i>	More government programs to support affordability of bus/fare for persons in need of assistance. (Federal, state, local)	<i>Current efforts to get more grant funding</i>
Communications – Drivers, dispatch, riders	<i>GTA Fixed Route – communication, marketing, website, Talking Bus</i>		
On-call service/taxi	<i>SCAT – Technology *Trapeze software for scheduling; accessible infrastructure-shared by 4 area transit systems</i>	Funding to build wheelchair ramps to allow door-to-door access to wheelchair bound individuals	
Seamless coordination of systems	<i>MV Transportation (GLT)</i> <i>SCAT seamless trips between jurisdictions/ counties</i>	Senior transportation provided by the funding designee (more grant \$ to cover costs)	
Reduced duplication of service	<i>Piedmont Triad Seamless Mobility Study</i>	Alternative vehicle resources – small fuel-efficient hybrids	<i>MV considering purchase of hybrid vehicles</i>
Technology for improved service – AVL, Next Bus, Smart Card (cloned)	<i>Regional medical trips - PART</i> <i>Wheels to Work (Goodwill)</i>		
Seamless trips, between jurisdictions and other counties	<i>Dial-A-Lift (High Point)</i> <i>County Transportation – employment outside, Medicaid trips</i>		
Better coordination for existing services (city, county, private partnerships)	<i>Regional technology plan implementation – funded in 3 phases</i>		
Greater accessibility between cities and county			

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Identifying the Gaps					
Improved Marketing Outreach & Awareness	Accessible, Safe, Convenient Infrastructure	Systems Efficiencies	Comprehensive Service Enhancements	Inter/Intra Coordination and Communication	Innovative Resource Development
<p>Comprehensive communication format</p> <p>Centralized Resource Center</p>	<p>Increased funding</p> <p>Increase funding for maintenance retrofits</p>	<p>Technology use for: Routing Scheduling Tracking</p> <p>Linkage of services</p> <p>Expansion of GTA service area</p>	<p>Appropriate pairing of resources to clients</p> <p>Inconsistent provider service hours</p> <p>On-time same day service</p>	<p>Interactive real time communication</p>	<p>Absenteeism of funders</p> <ul style="list-style-type: none"> - foundations, - other <p>Disjointed funding efforts</p>

Key Objectives and Prioritization Criteria

Legend for Prioritization Criteria
<p>1. Meets greatest need - (+)</p> <p>2. Most feasible – (*)</p> <ul style="list-style-type: none"> • technologically, • financially, • politically, • given the current situation, and • given the organizational structures. <p>3. Ease of implementation – (#)</p> <ul style="list-style-type: none"> • small tweaking • extension of existing services • are policy changes required? • is board approval needed? • infrastructure changes

<p>Key Objective: Innovative Resource Development</p>
<p>Description of the key objective/goal: Funding. Finding and allocating additional alternative ways of funding paratransit in order to ensure an enhanced level of service.</p>
<p>Actions to meet the goal:</p> <ol style="list-style-type: none"> 1. Implement JARC, New Freedom and 5310 funded programs 2. Research to identify other means of obtaining funding opportunities 3. Seek out non-traditional funding sources 4. Coordinate ALL county trans systems to access greater funding opportunities 5. Support transportation bond for sidewalk and bus stop amenities 6. Develop incentives for agencies/businesses that wish to participate 7. Base fares on individual income 8. Use local universities for research for alternative needs, funding, etc. 9. Transportation bonds
<p>Desired Outcome:</p> <p>Have enough funding to carry out the transportation plans.</p>

Key Objective: Enhance the Quality of Service to our Customers - +; *
Description of the key objective/goal: <u>Quality of service</u> can be enhanced through improving scheduling needs, <u>communication</u> and <u>customer service</u> to overall operations and quality control, to improve all aspects of transportation for persons with disabilities.
Actions to meet the goal: <ol style="list-style-type: none">1. Install vehicle locators and in-vehicle mapping or directions – “real-time” communication devices.2. Create a county-wide call center3. Create central dispatch4. Take reservations, send information and confirmation by email5. Install real-time communication devices6. Implement and expand technology and management improvements
Desired Outcome: A seamless delivery of transportation services to increase commuter satisfaction.

Key Objective: Supplemental and Alternative Services
Description of the key objective/goal: To identify supplemental transportation services and provide flexibility, link existing services, and supplemental alternatives.
Actions to meet the goal: <ol style="list-style-type: none">1. Explore viable time sensitive alternatives2. Develop programs/services to link existing services and extend service hours.3. Use taxis and other available transportation to supplement.
Desired Outcome: Supplemental and alternative options that maximize customer satisfaction.

Key Objective: Create a Dynamic Transit System - #
Description of the key objective/goal: Increased levels of involvement between/by the community and agencies.
Actions to meet the goal: <ol style="list-style-type: none">1. Existing transportation authorities reach out to non-profits to improve coordination of services and funding2. Include appropriate non-profits and foundations in planning3. Consolidate regional transit operations/systems4. Initiate stakeholder involvement – politicians, directors, legislators, PART5. Share ideas to ensure that all stakeholders have been included in the process6. Improve communication by holding public meetings, focus groups7. Institute a transportation open forum (quarterly)8. Work together to develop a coordinated effort to resolve issues9. Bring together transportation agencies monthly – NCDOT; MPO; COG; Triad Regional Transportation Board
Desired Outcome: An evolving system that WILL meet the needs of the community!

Key Objective:	Service Efficiency - +
Description of the key objective/goal: Training for all staff= high level of quality service Above average delivery of service Communication between all stakeholders Planning and visioning for future (goals, objectives, flexibility)	
Actions to meet the goal: <ol style="list-style-type: none"> 1. Establish performance standards for operators and the service 2. Conduct regularly scheduled meetings to evaluate progress, make changes toward achieving goals and objectives. 3. Develop short and long range plans for future, evaluating periodically and changing if needed. 	
Desired Outcomes: A system that operates efficiently and effectively Cost savings Skilled staff Happier riders Good use of tax payer dollars	

Key Objective:	Marketing-Outreach - *; #
Description of the key objective/goal: Educate: riders, agencies, general public, legislators, potential funders, of services available. Raise awareness of the services Additional rider incentives	
Actions to meet the goal: <ol style="list-style-type: none"> 1. Produce brochures, TV , radio publicity 2. Create info booths for Health Fairs, etc. 3. Educate 211, other info agencies of services 4. Create billboards 5. Outreach through Faith Community, schools, employers 6. Schedule demonstrations 	
Desired Outcomes Increase awareness=increased use=increased funds (fares) Possible funding acquired (new, old, increased) Service receives improved public perception	

Appendix 5: Project Evaluation Criteria

The competitive selection process for the JARC and New Freedom programs is intended to ensure that projects address key gaps and take specific actions towards meeting key objectives. This appendix outlines **criteria for evaluation of projects** submitted under these programs. The goal is for this process to be simple to administer, easy to understand, and logical.

The Transportation Advisory Committee (TAC) of the MPO will select projects for funding. After its formal announcement of the outcome of the competitive selection process, project sponsors will work with the Designated Recipient (the City of Greensboro) to access FTA funds. Before receiving funds, sponsors will need to provide required documentation related to federal rules and details of local match funds expended.

We will use two main types of evaluation criteria to award funding to projects:

- **Minimum eligibility criteria** – administrative requirements that must be met in order for any application to be accepted
- **Point-based evaluation criteria** – metrics to ensure that the projects that receive funding are those that best meet the community's needs as outlined in the Coordinated Plan

Because it is impossible to predict every type of project that could be submitted under the JARC and New Freedom programs, the point-based evaluation criteria are intended to be flexible. In the *Key Objectives and Prioritization* section, the Coordinated Plan recommends numerous specific actions that workshop participants identified, some of which could serve as projects for funding. However, other actions not identified at the workshop might also contribute towards the key objectives, so the review committee will consider awarding points for those actions as well.

Minimum eligibility criteria

For an application to be accepted, the following minimum eligibility criteria must be met:

1. The project and project sponsor must conform to all applicable FTA guidelines for the funding program (see www.fta.dot.gov).
2. The project sponsor must have a satisfactory history of past performance and must demonstrate that it has the financial, technical, and organizational capacity to complete the project within a reasonable timeframe.
3. Proposed services or improvements must be within the MPO's planning boundary, the Greensboro Urban Area.¹
4. Project budgets must meet FTA guidelines for the JARC and/or New Freedom program(s). (For example, projects submitted under New Freedom must not have been operational before August 10, 2005.) Budgets must specify the amount of funding requested and specify whether it is for operations and/or capital.

Point-based evaluation criteria

The following point-based evaluation system will be used to rate projects. A total of 75 points are possible. Project sponsors should note that it is *unlikely* that any single project would address every key objective, so we do not expect any project to receive all 75 points. For each category, the selection committee has discretion in awarding points but may not award more points than allowed. Points are allocated as follows:

- **Key objectives.** Proposals may receive up to 50 points for explaining how the project will address the key objectives outlined in the Coordinated Plan. *It is unlikely that any single project will meet all of the*

¹ It is **not** a requirement for services to operate exclusively within this boundary; services which operate both within and outside it will not be penalized. However, projects or services that are mostly **outside** this boundary should be submitted to the North Carolina Department of Transportation – Public Transportation Division for evaluation or, if within the Winston-Salem Urban Area, to the Winston-Salem Urban Area Metropolitan Planning Organization.

Greensboro Urban Area Metropolitan Planning Organization

objectives, so project sponsors should specify which of the objectives the project will address. The point values assigned to each objective reflect the priorities discussed in the Coordinated Plan.

Each base category or objective is worth 5 points to begin with. On top of that, categories prioritized as meeting the greatest need (represented by corresponding gaps highlighted in the plan) are eligible for an additional 5 points. Categories prioritized as most feasible are eligible for an additional 3 points, and categories prioritized as easiest to implement are eligible for an additional 2 points. For a project to receive the full point value in its category, it should clearly relate to helping meet the key objective *and* the prioritization criteria outlined in the plan. Projects which less clearly relate to an objective or prioritization criteria may receive partial points for that objective.

- **General requirements.** Proposals may receive up to 25 points for meeting the following general requirements.
 - **Project budget.** Proposals may receive 10 points for a project budget indicating anticipated total expenditures and matching funds with sources identified. Operations projects should identify potential funding sources that could sustain the service beyond the grant period. Budgets do not need to be detailed but should be clearly realistic and reasonable.
 - **Goals.** Proposals may receive 5 points for clearly stated goals and objectives. The proposal must demonstrate that these are consistent with the objectives of the appropriate federal grant program.
 - **Service extent.** Proposals may receive 5 points for the number of persons expected to be served and a description or a map of the geographic area of service. Projects serving more people or a larger service area will receive more points than projects serving fewer people or a smaller service area, respectively.
 - **Performance measures.** Proposals may receive 5 points for identifying clear, measurable, outcome-based performance measures to track the effectiveness of the project in meeting the identified goals and objectives. FTA is interested in tracking the effectiveness of projects, so sponsors should be prepared to compute and submit performance measures in future years.

The table on the following page summarizes the point-based evaluation criteria and includes specific point values for each of the key objectives.

Timeline for 2008 (subject to change)

- Early April: Call for projects published, including general evaluation criteria. Draft Coordinated Plan released for public review and comment.
- May 12: **Project submittal deadline.** Close of comment period on Draft Coordinated Plan.
- May 28: Approval of final Coordinated Plan by MPO TAC. Selection of projects by MPO TAC.
- June 30: Designated Recipient completes a draft application for funds after working with the sponsors of projects selected for funding.
- July 16: Designated Recipient submits final funding application to FTA.
- September: FTA completes review of application and releases funds.

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Key Objectives (50 points total; points are indicated below)	Points Possible
<p>Enhance the Quality of Service to Customers – Does the project improve scheduling, communication, customer service, overall operations, and/or quality control? (up to 5 points)</p> <p>Does the project meet a pressing need? (up to 5 points; based on gaps identified in the plan)</p> <p>Is the project feasible in terms of technology, finance, politics, and organizational structures? (up to 3 points)</p>	13
<p>Service Efficiency – Does the project improve the efficiency of service delivery for the operator and/or the passenger? (up to 5 points)</p> <p>Does the project meet a pressing need? (up to 5 points; based on gaps identified in the plan)</p>	10
<p>Marketing and Outreach – Does the project educate riders, agencies, the general public, legislators, and/or potential funding partners; raise awareness about the services that are available; and/or create additional rider incentives? (up to 5 points)</p> <p>Is the project feasible in terms of technology, finance, politics, and organizational structures? (up to 3 points)</p> <p>Can the project be implemented easily using small tweaks, modifications to existing programs, and without major policy changes? (up to 2 points)</p>	10
<p>Create a Dynamic Transit System – Does the project facilitate high levels of involvement by the community and stakeholder agencies? (up to 5 points)</p> <p>Can the project be implemented easily using small tweaks, extension of existing services, and without major policy changes or new infrastructure? (up to 2 points)</p>	7
<p>Innovative Resource Development – Does the project use additional, alternative ways of funding paratransit in order to ensure an enhanced level of service?</p>	5
<p>Supplemental and Alternative Services – Does the project include supplemental transportation services that add flexibility, link existing services, and provide alternatives for users?</p>	5
General Requirements (25 points total; points are indicated below)	Points Possible
<p>Project Budget – Is the budget complete, realistic, and reasonable?</p>	10
<p>Goals – Are goals and objectives clearly consistent with the appropriate federal grant program?</p>	5
<p>Service Extent – What is the relative size of the service area or number of people to be served?</p>	5
<p>Performance Measures – Are clear, measurable, outcome-based performance measures identified?</p>	5

Appendix 6: Call for Projects and Grant Application

This appendix provides an overview of the application process and grant application forms for the Federal Transit Administration (FTA) Job Access Reverse Commute (JARC, Section 5316) and New Freedom (Section 5317) funds in the Greensboro Urban Area for 2008. Funds are available at this time from federal fiscal years 2006, 2007, and 2008. Projects may propose to spend funding immediately or over a period ending September 30, 2010.

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Section I: Background Information

Overview

Federal law requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all Federal Transit Administration (FTA) human service transportation programs: the Elderly Individuals and Individuals with Disabilities Program (Section 5310), the Job Access and Reverse Commute Program (JARC, Section 5316) and the New Freedom Program (Section 5317). All projects under these programs in the Greensboro Urban Area must be derived from the Coordinated Human Services Transportation Plan. Projects must also be competitively selected.

The Elderly Individuals and Individuals with Disabilities Program is a state-administered program. Please contact NCDOT's Public Transportation Division for more information about receiving funding under this program. The JARC and New Freedom programs are administered locally. In the Greensboro area, the MPO oversees the planning process and the competitive selection process. The City of Greensboro will administer funding to project sponsors that receive funding. Consistent with federal rules, the City will set aside 10% of funding from each program to cover administrative expenses.

Funding allocations for the Greensboro Urban Area are shown in the table below. Please note that these are the amounts of federal funding available and that matching requirements apply to these funds. For example, an operating project for JARC funding, which requires a 50% local match, could total \$665,780 and expend all of the available federal JARC funds. Funds from the three fiscal years shown below are available now. Projects may propose to spend funding immediately or over a period ending September 30, 2010.

FTA federal Funding Availability for the Greensboro Urban Area

Fiscal Year	Job Access and Reverse Commute (5316)	New Freedom (5317)	Total
2006	\$115,730	\$75,335	\$191,065
2007	\$121,991	\$75,458	\$197,449
2008	\$132,157	\$81,513	\$213,670
Administrative Expenses (10%)	(-) \$36,988	(-) \$23,230	(-) \$60,218
Total Available Funds	\$332,890	\$209,076	\$541,966

We encourage project sponsors to review federal guidance for these programs before submitting projects, because all projects must conform to the FTA's rules. Additional information is included in the eligibility overviews below, in Appendix 7, and at www.fta.dot.gov.

This JARC and New Freedom program application is for funds to be used within the Greensboro Urban Area as shown on page 2 of the Coordinated Human Services Transportation Plan. Projects that are entirely or partially outside of the area may be eligible for funding under the same programs from the NCDOT Public Transportation Division. Projects that span both urban and rural areas may be eligible for funding from the MPO's local funds as well as NCDOT's statewide funds.

The project application consists of the program-specific requirements detailed in this package of forms and instructions. After a project application has been selected for funding, sponsors will be required to submit appropriate certifications, assurances, and other documentation necessary to meet federal and local administrative requirements.

Timeline for 2008 (subject to change)

- Early April: Call for projects published, including general evaluation criteria. Draft Coordinated Plan released for public review and comment.

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- May 12: **Project submittal deadline.** Close of comment period on Draft Coordinated Plan.
- May 28: Approval of final Coordinated Plan by MPO TAC. Selection of projects by MPO TAC.
- June 30: Designated Recipient completes a draft application for funds after working with the sponsors of projects selected for funding.
- July 16: Designated Recipient submits final funding application to FTA.
- September: FTA completes review of application and releases funds.

Eligibility Overview for Job Access/Reverse Commuter (JARC)

Eligible Applicants

- Local government agencies
- Social services agencies
- Private and public operators of public transportation
- Non-profit organizations

Eligible Use of JARC Program Funds

This formula program funds projects that improve access to employment and employment-related activities for people with lower incomes, including reverse-commute services. It is intended to develop transportation services to transport welfare recipients and low-income persons to and from jobs (*Job Access*); and to transport residents of urban centers, rural and suburban areas to suburban employment opportunities (*Reverse Commute*). Job Access grants can be used for capital and operating costs of equipment, facilities, and capital maintenance related to providing access to jobs. Costs to promote transit for workers with nontraditional work schedules, the use of transit vouchers, and the use of employer-provided transportation are also covered. Reverse Commute grants can be used for operating, capital and other costs associated with providing reverse commute service by bus, carpool, vans or other transportation services.

Eligible JARC Projects

Eligible activities for JARC funding include late-night and weekend service, guaranteed ride home service, shuttle service; expanded fixed-route public transit routes; demand-response service; ridesharing and carpooling activities; transit-related aspects of bicycling; local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides; marketing promotions for JARC activities; supporting the administration and expenses related to voucher programs; using Geographic Information System (GIS) tools and/or implementing Intelligent Transportation Systems (ITS); integrating automated regional public transit and human service transportation information, scheduling and dispatch functions; deploying vehicle position-monitoring systems; and establishing regional mobility managers or transportation brokerage activities. Further information on eligible activities can be found at http://www.fta.dot.gov/funding/grants/grants_financing_3550.html.

Cost Sharing/Match Requirement

Federal funds can provide up to 80 percent of the total cost (80/20 match) for capital projects and not more than 50 percent of the total cost (50/50 match) of projects for operating assistance. Fare revenue generated on the service to be supported may not be used as matching funds for operating grants. Eligible sources of local matching funds include non-DOT federal funds, local public funding, and private funds.

Eligibility Overview for New Freedom Funds

Eligible Applicants

- Local government agencies
- Social services agencies
- Private and public transportation operators
- Non-profit organizations

Eligible Use of New Freedom Program Funds

This formula program provides for new public transportation - or alternatives to public transportation - for people with disabilities. It focuses on services that go *beyond* the requirements of the Americans with Disabilities Act (ADA). Projects must be *new*, which is defined as not having been in operation before August 10, 2005. These funds can be used for capital or operating projects.

Eligible New Freedom Projects:

Eligible activities for New Freedom funding include enhancing public transportation beyond the minimum requirements of the ADA; providing “feeder” services; making accessibility improvements to transit and intermodal stations; providing travel training; purchasing vehicles to support new accessible taxi, ridesharing, and/or vanpooling programs; covering the administration and expenses of new voucher programs for transportation services offered by human service agencies; supporting new volunteer driver and aide programs; and supporting new mobility management and coordination programs among public and/or human service transportation providers. Further information on eligible activities can be found at http://www.fta.dot.gov/funding/grants/grants_financing_3549.html.

Cost Sharing/Match Requirement:

Federal funds can provide up to 80 percent of the total cost (80/20 match) for capital projects and not more than 50 percent of the total cost (50/50 match) of projects for operating assistance. Fare revenue generated on the service to be supported may not be used as matching funds for operating grants. Eligible sources of local matching funds include non-DOT federal funds, local public funding, and private funds.

Project Selection Process

Projects will be awarded through a competitive selection process. Staff of the Greensboro Urban Area MPO will receive applications and verify that they meet the minimum eligibility requirements. The MPO’s Technical Coordinating Committee (TCC) will coordinate the process of reviewing and scoring the applications. The TCC will make a recommendation to the MPO’s policy board, the Transportation Advisory Committee (TAC). The TAC will have the final vote to assign funding for the recommended projects. The list of approved projects will be published and submitted to FTA for funding. For 2008, the area’s total funding amounts for JARC and New Freedom will be shown in the state and metropolitan Transportation Improvement Programs. In future years, these Programs will show individual projects and funding amounts.

Application Deadline

If your organization has a project that it would like considered for funding under JARC and/or New Freedom, please complete the following application and submit it to the address below no later than **May 12, 2008**. Applications received after that date will not be considered. We will accept printed, faxed, and electronic applications; please call (336) 373-4368 to verify receipt of your application.

Submit applications to:

Greensboro Urban Area MPO
Greensboro Department of Transportation
P.O. Box 3136
Greensboro, NC 27402-3136

Fax: (336) 412-6171
E-mail: guampo@greensboro-nc.gov

Please see Appendix 5 for detailed information regarding project evaluation criteria.

Applicants should be aware that applications will become public record. Applicants should not include information that may be regarded as confidential. As noted earlier, applicants receiving funding will be required to provide all necessary certifications and assurances.

Section 2: 2008 Grant Application Form

For fiscal year 2006, 2007, and 2008 JARC and New Freedom Program funding in the Greensboro Urban Area

PART I – GENERAL INFORMATION

Applicant Data

Legal Name: _____

Contact Person: _____

Address: _____

City, State, Zip: _____

Telephone: _____

Fax: _____

E-mail: _____

Project Description

Title _____

Brief Description _____

Check all that apply:

Funding Program: _____ JARC _____ New Freedom

Project Type: _____ Capital _____ Operating

Service Days/Hours _____

Estimated Operating Cost per One-Way Trip (for operations projects) _____

PART II – PROPOSED PROJECT BUDGET

The budget must include the amount and source(s) of local matching funds. For capital projects, the required match is at least 20% from non-federal transportation funds. For projects requiring operating funds, the required match is at least 50% from non-federal transportation funds. Enter the total of all funds to be used to match the JARC/New Freedom funds next to “Local match” below. Explain at the bottom of this page if needed.

Total Annual Project Budget	\$ _____	
Capital Federal Share	\$ _____	_____ %
Capital Local Match	\$ _____	_____ %
Operating Federal Share	\$ _____	_____ %
Operating Local Match	\$ _____	_____ % Total

Local Match Funding Source(s) _____

Demonstrate a commitment to providing local match funds – provide a letter and/ or a copy of an existing grant agreement or supporting documentation indicating the source of these funds.

Will there be a commitment of funds beyond the grant period? ___Yes ___No

Describe: _____

Describe any other pertinent budget information (optional). For example, explain efforts to ensure the project’s cost-effectiveness or clarify any information that is not clearly understandable from this form.

PART III – PROJECT NARRATIVE

Project narratives should answer these questions completely but should be brief in doing so. There is no minimum or maximum length requirement. It is expected that narratives will focus on the Key Objectives area, which is where applicants should explain how their proposed project fits with the priorities of the Coordinated Plan.

Minimum Eligibility Criteria

1. Briefly explain how the project and project sponsor conform to all applicable guidelines for receiving FTA funding under the JARC and/or New Freedom Program(s).
2. Briefly explain the project sponsor's history of past performance and its financial, technical, and organizational capacity to complete the project within a reasonable timeframe.
3. Certify that the proposed services or improvements are within the MPO's planning boundary, the Greensboro Urban Area.
4. Provide a complete budget indicating project revenues and expenditures in the format provided in Part III.

Key Objectives

Review the Coordinated Plan for suggested action areas under each key objective, and refer to Appendix 5 for specific point values and focus areas related to each of the six key objectives. Explain which of the key objectives the project will help meet and how it will address them.

Goals

Clearly state the project's goals and objectives. The narrative must demonstrate that these are consistent with the objectives of the appropriate federal grant program.

Service Extent

State the number of persons expected to be served on a daily and annual basis and describe or show the geographic area of service.

Performance Measures

Identify clear, measurable, outcome-based performance measures to track the effectiveness of the project in meeting the identified goals and objectives.

Appendix 7: JARC and New Freedom Program Information

- JARC information, including Circulars with all requirements:
http://www.fta.dot.gov/funding/grants/grants_financing_3550.html
- New Freedom information, including Circulars with all requirements:
http://www.fta.dot.gov/funding/grants/grants_financing_3549.html

The remainder of this Appendix contains fact sheets for JARC and New Freedom as well as a question-and-answer document that covers both programs. Check <http://www.fta.dot.gov> for updated versions of these documents.

	FTA Authorization Fact Sheet Job Access and Reverse Commute					
Year	2005	2006	2007	2008	2009	Total
JARC Mass Transit Account	\$108 M	\$138 M	\$144 M	\$156 M	\$165 M	\$711 M

Purpose

To provide funding for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations.

Statutory References

49 U.S.C. Section 5316

Features

- The program, which was an uncodified provision of TEA-21, is codified in Section 5316 of Title 49, United States Code. The program is now entirely funded from the Mass Transit Account of the Highway Trust Fund, but was partially funded with General Funds in 2005 from the extension of TEA-21.
- This is a formula program instead of a discretionary program as was the case in TEA-21. Formula allocations are based on the number of low-income persons.
 - o 60% of funds go to designated recipients in areas with populations over 200,000
 - o 20% of funds go to States for areas under 200,000
 - o 20% of funds go to States for non-urbanized areas
 - o States may transfer funds between urbanized and non-urbanized area programs
- States and designated recipients must select grantees competitively.
- Projects must be included in a locally-developed human service transportation coordinated plan beginning in FY 2007.
- 10 percent of funds may be used for planning, administration and technical assistance.
- Sources for matching funds are expanded (non-DOT Federal funds can be used as match) to encourage coordination with other programs such as those funded by the Department of Health and Human Services.

USDOT Federal Transit Administration SAFETEA-LU Curriculum



United States Department of Transportation Federal Transit Administration. "FTA Authorization Fact Sheet Job Access Reverse Commute". June 28, 2007.

http://www.fta.dot.gov/documents/FTA_JARC_Fact_Sheet_Sept05.pdf



FTA Authorization Fact Sheet New Freedom Program



Year	2005	2006	2007	2008	2009	Total
New Freedom		\$78.0M	\$81.0M	\$87.5M	\$92.5M	\$339.0M

Purpose

To encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Provides a new formula grant program for associated capital and operating costs.

Statutory References

49 U.S.C. Section 5317

Features

- Funds allocated through a formula based upon population of persons with disabilities.
- Allocations to designated recipients in areas over 200,000 (60%), to States for areas under 200,000 (20%) and non-urbanized areas (20%); States may transfer funds to urbanized or non-urbanized area programs as long as funds are used for New Freedom Program purposes.
- States and designated recipients must select grantees competitively.
- Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Agriculture.
- Projects must be included in a locally-developed human service transportation coordinated plan beginning in FY 2007.
- 10 percent of funds may be used for planning, administration and technical assistance.



Questions & Answers

Elderly Individuals & Individuals with Disabilities (Section 5310), JARC & New Freedom Programs Last Updated March 25, 2008

All Programs:

1. Q. Do applicants have to list the source of non-U.S. DOT funds for the local match?

A. As a general rule, applicants do not have to list the source of a non-U.S. DOT local match. However, FTA grant representatives reserve the right to ask for more detailed information from the grantee such as the source of local match.

2. Q. Are contributions of funds from human service agencies eligible to be used as local match? How are these applied as local match?

A. Local funds and non-U.S. DOT federal funds may be used as local match for these programs. If human service agencies are using other federal funds as a source of local match, the grantee should verify that those funds are eligible to match transportation projects and are being used for eligible costs of the project.

3. Q. Can revenue from human service transportation contracts be used as local match?

A. Income from contracts to provide human service transportation may be used either to reduce the net project cost (treated as revenue) or to provide local match for New Freedom or JARC operating assistance. In either case, the cost of providing the contract service is included in the total project cost. FTA program funds may not be used as a source of local match for other FTA programs, even when used to contract for service. For example, if a Section 5310 subrecipient has a service contract to buy service from a Section 5311 provider, the Section 5311 provider may not use the revenue from the Section 5310 service contract as local match for other FTA grants.

4. Q. Who is responsible for determining that matching funds are allowable for transportation purposes?

A. The grantee is responsible for ensuring that non-U.S. DOT federal funds may be used to match transportation projects and that the funds are available for the project.

5. Q. If the MPO, State DOT or other designated recipient had a JARC plan in place prior to the passage of SAFETEA-LU, what else do they need to do to be in compliance with the coordinated planning requirements to receive JARC, New Freedom, or Section 5310 funds for FY 2007?

A. In order to receive program funds for FY 2007 the MPO, State DOT, or other designated recipient must 1) make an assessment of available services; 2) make an assessment of needs; 3) develop strategies to address gaps for target populations; and 4) the lead agency developing the



plan should also include the needs of elderly individuals and individuals with disabilities in the coordinated plan, unless they do not plan to apply for Section 5310 or New Freedom funding.

6. Q. If the MPO, State DOT, or other designated recipient did not have a coordinated plan prior to the passage of SAFETEA-LU, will they need to have a completed plan in place to receive JARC, New Freedom, and/or Section 5310 funds for fiscal year 2007?
- A. Yes, and the coordinated plan should be consistent with the program circulars for fiscal year 2007 planning requirements. These requirements are outlined in Chapter V of the program circulars.
7. Q. Beginning in fiscal year 2008, must MPOs, State DOTs, and other designated recipients have a completed coordinated public transit-human service transportation plan in place in accordance with the JARC, New Freedom, and Section 5310 programs before they can be awarded any program funds?
- A. Yes. FTA expects plans developed for FY 2008 and beyond to include more information than plans developed for FY 2007. Please see Chapter V of the program circulars for the required elements of coordinated plans.

JARC (Section 5316) and New Freedom (Section 5317) Programs:

8. Q. Can a Small Urbanized Area be a designated recipient?
- A. No. Please see Chapter III, Section 4, ELIGIBLE DIRECT RECIPIENTS, in the JARC and New Freedom circulars, stating, “The State is the designated recipient and may apply directly to FTA for grant funds for itself and its subrecipients.” This is consistent with the language found in 49 U.S.C. 5316 and 5317.
9. Q. When transferring funds from JARC or New Freedom to Section 5307 or Section 5311, is a certification or declaration needed to assure JARC and New Freedom needs are met?
- A. No. Please see Chapter III, Section 8 of the circulars:
- o **Transfer to Other FTA Programs.** A State may transfer funds apportioned to it for rural or small urbanized areas to apportionments under Section 5311(c) or 5307, or both. The purpose of the transfer provision, however, is not to supplement the resources available under the State’s Section 5311 or Section 5307 apportionments. Transfer to Section 5311 or Section 5307 is permitted, but not required. Transferred funds must be used for JARC and New Freedom projects. A State may make the transfer only after consulting with local officials and publicly owned operators of public transportation. The period of availability for the transferred funds is not changed by the transfer.
 - o **Notification of Transfers.** The State must notify the FTA regional administrator of the State’s intent to have funds transferred so that FTA can initiate the transfer. For transfers of JARC or New Freedom funds into the Section 5307 program for urbanized areas (UZAs) under 200,000 in population or Section 5311(c), and for transfers of flexible funds, the notification



must indicate the amount of funds transferred, the recipient of transferred funds, and the program to which they are being transferred.

10. Q. How do we differentiate State administration for each program at the time of draw down if funds are transferred to Section 5307? How will we know if they are JARC or New Freedom funds?

A. JARC, New Freedom, and Section 5307 funds should not be combined in a single grant. Grantees should have individual Section 5307 grants for each program. A Section 5307 grant that contains JARC or New Freedom funds should use the appropriate scope code in TEAM (646-00 for JARC and 647-00 for New Freedom.)

11. Q. What is the difference between a “direct” and a “designated” recipient?

A. The “designated recipient” is the entity designated, pursuant to 49 U.S.C. 5302(a)(2), by the Governor of a State to receive FTA funds. Under the JARC and New Freedom programs, the designated recipient is responsible for competitively allocating JARC or New Freedom funds to itself and subrecipients in an area. The “direct recipient” is an entity that can apply directly to FTA for grant funding they have received through the designated recipient’s competitive selection process.

- The designated recipient may be the direct recipient for all funds on behalf of itself and all subrecipients

For example:

- **In Small UZAs** (50,000 – 200,000 population) an entity receiving Section 5307 funds directly from FTA can be the direct recipient for JARC and New Freedom funds if the State (the designated recipient) transfers the funds to Section 5307 after consultation with responsible local officials and publicly owned operators of public transportation.
- **In a large UZA** (over 200,000 in population) a public entity that is a designated recipient for Section 5307 can be the direct recipient of a JARC and New Freedom grant if it is selected for funding through the designated recipient’s competitive selection process.
- **In nonurbanized areas** (areas under 50,000 in population) tribes can be direct recipients for JARC and New Freedom funds if the funds are transferred to the Section 5311 program and applied for in a Section 5311 grant. The appropriate scope codes 646-00 and 647-00 should be used in TEAM.
- **In all other cases**, the entity selected to receive JARC and New Freedom funds will be a sub-recipient of the designated recipient.
 - Private non-profits
 - Private for profit operators
 - Public transportation providers in nonurbanized areas.

12. Q: Can a Section 5307 recipient in a small urbanized area apply directly to FTA for JARC and New Freedom funds or does the application need to come from the State?



A: The 5307 recipient can apply directly to FTA for funds provided the State has competitively awarded the funds to small urbanized areas and that the State transfers the funds to the Section 5307 recipient. The state must notify FTA of the amount of funds transferred, the program to which they are transferred, and the specific projects to be implemented under JARC and New Freedom.

13. Q. Does the designated recipient have to be a public agency?

A. Yes, consistent with FTA's interpretation of 49 U.S.C. 5307(a)(2).

14. Q. Can the title for vehicles purchased using JARC or New Freedom funds pass from a designated recipient through to a subrecipient?

A. Yes. Please refer to Chapter VI, Section 6 "TITLE TO VEHICLES" and Section 7 "SATISFACTORY CONTINUING CONTROL" in the circulars. The designated recipient is encouraged to either hold title or record a lien against the title to vehicles. This is not mandatory, however. What is mandatory is that the designated recipient establish continuing control over the vehicles and accept the responsibility for continued public transit use of the vehicles, and more particularly use for New Freedom purposes, whether by itself or a subrecipient. When capital equipment or facilities are acquired, built, or improved, provisions must be made to assure satisfactory continuing control of that capital equipment and facilities. While the designated recipient may delegate these responsibilities to a subrecipient, the designated recipient is ultimately responsible for compliance with this requirement.

This means that designated recipients responsible for administering JARC or New Freedom funds may hold title to vehicles purchased with Section 5316 or Section 5317 funds, or title may be held by a subrecipient.

15. Q. Which activities are capital and which are operating? Where can grantees find guidance on determining the difference? Is there a more detailed listing of eligible capital and operating expenses for JARC and New Freedom grants? Specifically, are insurance costs associated with some of the New Freedom projects, costs associated with car loan programs, and costs associated with voucher programs operating or capital expenses?

A. The basic definition of an operating cost is something that does not have a useful life of more than one year. In contrast, a capital item is usually a tangible item that has a useful life of more than one year. For example, vouchers are considered an operating expense, consistent with FTA program requirements; insurance is considered an operating expense; a guaranteed loan fund or a revolving fund used to make loans are capital expenses; and funds used to pay the administrative costs of loan programs are operating expenses. The construction of bus stops, installation of elevators, or the purchase of buses are examples of capital expenses. Also, mobility management is defined by law as an eligible capital expense. Chapter III of each program circular contains a list of eligible activities for the program.



16. Q: Are private, for-profit taxicab companies eligible subrecipients under the New Freedom program?

A: No. Title 49 U.S.C. 5317(a)(2) states, that eligible subrecipients are State or local government authorities, nonprofit organizations, or operators of public transportation. Taxi operators are not State or local authorities, they are generally for profit, and they do not provide public transportation--rather they provide exclusive occupancy transportation. Therefore, taxi operators are not eligible subrecipients

If an eligible subrecipient such as a local government or non-profit organization wants to use New Freedom funds for accessible taxis, the eligible subrecipient can purchase the accessible vehicles or fund the accessibility enhancements, hold the title to the vehicle, and lease the vehicle to the taxicab provider who will put the accessible vehicle in service.

17. Q: Can a provider of demand responsive service to the general public fund an expansion of its service area or hours or days of service with New Freedom Funds?

A: No. The objective of the New Freedom Program is to expand transportation services that are designed to assist people with disabilities. Expanding transportation that is provided to the public at large is not an eligible activity under the New Freedom program. A demand response service in a rural area may use its Section 5311 formula funds to expand service.

18. Q: Can a human service transportation provider use New Freedom funds to reduce the cost of fares paid by their clients?

A: No. Although New Freedom program funds can be used to support voucher programs offered by human service providers, the vouchers are intended to supplement existing services and expand the number of providers available or the number of passengers receiving transportation services. Offering reduced fares on an existing service does not meet the New Freedom program goal of expanding services. Other Federal funding is available for transit passes.

19. Q: Are there limits on what constitutes an “employment support service” for the purposes of the JARC program?

A: FTA considers job training and childcare to be employment support services because access to these services can help low-income persons attract and retain employment. Applicants who are considering providing service to destinations other than job training or child care locations should contact FTA to determine whether these destinations constitute employment support service. Projects that transport children of low-income parents to and from school or after school locations do not constitute transportation to employment support services under the JARC program and would not be eligible for JARC funds.

20. Q: Can mobility management projects be funded and implemented over multiple years?

A: Yes. Although mobility management refers to “short term”: management activities to plan and implement coordinated services these activities can occur on a multi-year basis.



Planning Process:

21. Q. Do the FTA regional offices have to verify that projects are derived from coordinated plans?

A. Yes, in coordination with the grant application. Direct and designated recipients must certify that projects to be funded are derived from a coordinated plan and the grant application should include a page reference to the plan. In reviewing the application the FTA Regional Office needs to ensure that the grantee provides this information in the program of projects (POP). Appendix A of the circulars includes the following language: "Project activities shall be sufficiently described to assist the reviewer in determining eligibility under the program and shall include the page number of the coordinated plan from which the project was derived, as well as the date the plan was adopted."

22. Q: Are applicants required to attach their coordinated plan to their application in TEAM?

A: No. FTA regional offices will not review coordinated plans as a part of their review of an application for Section 5310, JARC, or New Freedom funding. Rather, FTA will rely on:

(1)The applicant's certification in the grant that a project is derived from a coordinated plan; and

(2)The "paper clipped" Program of Projects that contains the name of the applicable plan and the page number where the project or strategy is located within the plan.

23. Q. Does the State have to have its own coordinated plan or can it rely on local plans?

A. There is no requirement for a State plan, just a local coordinated plan. However, the community will define "local" and in some cases the planning area may be defined as statewide. Please reference Chapter V, Section 2 of the circulars.

24. Q. Do projects have to be in both the STIP/TIP?

A: If the project is within the planning boundary of a Metropolitan Planning Organization (MPO), the project has to be in both the TIP and the STIP. Projects in nonurbanized areas only have to be in the STIP. Depending on State or local requirements, the projects may show on the aggregate (program level) or be listed on the individual project level listing. TIP and STIP listings must be consistent with the metropolitan and statewide transportation plans.

25. Q: Can an applicant hold a competitive selection and apply to FTA for funding for projects that are derived from draft coordinated public transit human services transportation plans?

A: Designated recipients can hold a competitive selection for projects that are derived from a draft coordinated plan and can place those projects that were selected in Category B of their application to FTA. Projects in Category B are those projects the designated recipient anticipates approving during the current year, but have not yet met all of the Federal statutory or administrative



requirements. Grant money for projects derived from a draft coordinated plan can be obligated by FTA but may not be expended by the designated recipient until the plan is finalized.

Competitive Selection Process:

26. Q. For projects or needs that cross UZA and rural or small urbanized boundaries, whose coordinated plans or competitive selection process should we compete in?
- A. This is a local decision. If the service is completely located within an urbanized area, providers should compete for those funds in the urbanized area; and in a rural competition if the area is rural. If the service is targeted to serve the residents of the rural area (even if the provider is located within the urbanized area) the service is eligible for rural funding. Ideally in this situation the coordinated plan boundaries could include services in urbanized, rural, and small urban areas; however, this does not have to be the case.
27. Q. May a stakeholder or transportation provider that meets the criteria of both urban and rural compete within both categories?
- A. A transportation provider that provides services in rural, small urban, and/or large urbanized areas can compete and therefore receive funding in any area to provide services.
28. Q. May a transportation provider bid on projects if it participated in the coordinated planning process?
- A. Yes.
29. Q. Is a transportation provider required to participate in the coordinated planning process in order to bid on projects?
- A. No.
30. Q. Is it acceptable to compete different project components/costs in each of the categories, urban and rural?
- A. Yes, This is acceptable.
31. Q. Do projects have to be specifically listed or can they be “generally” consistent with the coordinated plan?
- A. Projects do not have to be listed specifically, but they have to be consistent with and derived from the coordinated plan. Chapter IV of the circulars contains examples of different types of competitive selection processes. These examples also illustrate how projects may be derived from the coordinated plan without being specifically listed in the plan.
32. Q. Can the State ask for projects regardless of specific program and then determine under which program the project will be funded?



A. Yes, the State may have an open call for projects which meet the objectives of the various programs. However, the State must use developed criteria to competitively select projects funded by JARC or New Freedom program funds.

33. Q: In response to a designated recipient's request for proposals, can a potential subrecipient propose to pass through the funds to another subrecipient, or must an applicant conduct a third-party procurement before passing through funds to the subrecipient?

A: States or designated recipients can, in some cases, choose to grant Section 5310, JARC, or New Freedom assistance to a subrecipient through an intermediary subrecipient. For example, a state could pass funds to a non-profit organization through a local government authority. The arrangement between the first tier and second tier subrecipient is not a third party contract if the ultimate subrecipient would otherwise be eligible under Section 5310, JARC, or New Freedom to receive funds directly from the State or Designated recipient. If the ultimate subrecipient is not otherwise eligible, the intermediary subrecipient would need to conduct a procurement, consistent with FTA guidelines in Circular 4220.1

General Questions/Suggestions:

34. Q. If a project includes purchase of a vehicle for a specific program and the program ceases to exist before useful life of the vehicle is achieved, what happens to the vehicle?

A. Grantees must follow the requirements of the Common Rule (49 CFR Part 18 or Part 19, depending on the nature of the grantee). This information is also referenced in Chapter VI, Section 5 in the program circulars.

35. Q. Has oversight for JARC and New Freedom been established?

A. For States and Section 5307 direct recipients of JARC and New Freedom funds, FTA will incorporate additional questions into the State Management and Triennial Reviews. FTA is in the process of exploring oversight options for direct recipients that are not States or Section 5307 direct recipients.

36. Q. If the State does not want to be responsible for implementing the JARC or New Freedom program can the Governor designate a large metropolitan/urban area to be responsible for the programs?

A. No, the State is the designated recipient for rural and small urbanized areas. For JARC and New Freedom the Governor may designate any state agency to manage the program.

37. Q. Can the State be a designated recipient for a large urbanized area?

A. Yes, if the designation is in accordance Section 5307(a)(2).

38. Q. Large UZA – If a traditional grantee that is not a designated recipient of New Freedom is allowed to apply directly, do they need to apply in a Section 5317 (“57”) application or can the funds be added to their regular Section 5307 (“90”) application for administrative purposes?



A. A traditional grantee in a large UZA could apply directly to FTA for the Section 5317 funds allocated to them through the designated recipient's competitive selection process. However, the grantee must make an application for a Section 5317 (57) grant in TEAM because there is no transfer provision that allows transfer to Section 5307 for large urbanized areas. A supplemental agreement will need to be executed between the designated recipient and the traditional Section 5307 recipient. This would also be the process if the funds being applied for were JARC funds: the direct recipient would apply for a Section 5316 (37) grant.

39. Q. Small UZA – If the state transfers funds to Section 5307 so traditional grantees can apply directly, is a supplemental agreement with the state necessary?

A. No, the transfer also removes the oversight responsibility for those funds from the designated recipient to the grant recipient under Section 5307. The State will only be responsible for the program requirements (such as competitive selection and ensuring projects are derived from a coordinated plan) and data collection for annual reporting purposes. Although the funds can be applied for in a Section 5307 grant, the grant should only contain funding and activities for the New Freedom project. New Freedom, JARC, and Section 5307 funds cannot be combined in a single grant because disbursements cannot be recorded to the appropriate program.

40. Q. If different funding programs administered by the State (JARC, New Freedom, 5310, 5311) are included in one application, what grant number is used (37, 57, 16, 18) or does it matter as long as the separate scopes are used?

A. The State will use the grant number for Section 5311 (18); separate scopes would still be used within the project budget to distinguish between the funds used. States may combine funds from multiple programs in a consolidated Section 5311 grant, but the State must track, manage, and report on each program's funds separately within the consolidated grant.

41. Q. If a grantee submits one grant for the program administration (10%) for all three programs, how is the grant coded/numbered?

A. Administrative funds may not be combined into a single section 5307 grant. However, Chapter III of the program circulars specifies the following: "FTA will allow all or a portion of the administrative funds for JARC, New Freedom, and Section 5310 to be combined to support activities (such as coordinated planning) that are common to all three programs. Recipients may combine program administration funds into one administrative account, so long as the recipient uses the funds for costs associated with administering the Section 5310, JARC, and New Freedom programs. However, FTA must still track the funds attributable to each program at the accounting classification code, Activity Line Item (ALI), and Financial Purpose Code (FPC) Level in respective grants. As a recipient incurs expenses against the pooled funds for program administration, it can draw down the reimbursement against any grant that has undisbursed program administration funds." If the funds for multiple programs are combined in a Section 5311 grant, there could be one line item for state administration, equaling the total of state administration obligated using FPC 06 for all the programs included in the grant.

Appendix 8: Public Involvement Summary

During development and review of this plan, the Greensboro Urban Area MPO followed the guidelines from its Public Participation Plan (PPP, available at www.guampo.org). The PPP is a flexible framework for public participation on all MPO plans and studies and was developed in consultation with stakeholders and members of the public. The public participation process for the Coordinated Plan was conducted in accordance with Tier 2 of the three-tier PPP.

Methods of outreach for the public review period included newspaper ads, a poster, and e-mail messages. These items contained the following information:

- Locations where the document could be accessed or reviewed
- Instructions for submitting comments and the due date
- Contact information for questions or additional information
- A note regarding where to find additional information on the Internet
- Photos to attract interest

Newspaper ads were submitted to two major newspapers, the News-Record and the Peacemaker. The Peacemaker, which targets minority communities, was to run the ad twice. An announcement was submitted for posting on a local-access cable television station. Posters were submitted to regional and local transit services to be placed in administrative offices, at transit hubs, and onboard buses, where possible. Posters were also submitted for posting at all City of Greensboro recreation centers and parking decks.

Press releases were sent to media outlets. Representatives of the Towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield were notified about the plan via e-mail. E-mail notices were also sent to MPO technical and policy board members; representatives of stakeholder agencies; and interested parties, including representatives of neighborhood and community organizations. Municipalities in the Piedmont Triad region but outside the MPO received notices for informational purposes.

During the public review period (April 10 through May 12, 2008), documents were available for review at the City of Greensboro Clerk's Office, the Guilford County Commissioners Office, the GDOT Office, NCDOT Division 7, all Greensboro Public Libraries, the NCA&T Library, and the UNCG Library. One comment was received during that period and is reproduced below. The final pages of this Appendix contain a representative newspaper ad, the poster, and the press release used for the public review period.

From: Lia Miller
To: Ohlms, Peter
Subject: transportation
Sent: Friday, April 11, 2008 2:33 PM

Hi Peter,

A business associate shared with me the Coordinated Human Services Transportation Draft Plan. I was happy to see that the volunteer drivers service of Shepherd's Center of Greensboro was mentioned in the plan. However, I was disappointed that we were not informed of the workshop. Please add the following email for future notifications regarding transportation services for the elderly: shepctrng@bellsouth.net. We are currently looking at ways to improve and expand this service.

Thank you!

Lia Miller
Executive Director
Shepherd's Center of Greensboro
302 W. Market St. Room 103
Greensboro, NC 27401
336-378-0766

Greensboro Urban Area Metropolitan Planning Organization

MPO response to the comments of Lia Miller:

From: Peter Ohlms
To: Lia Miller
Subject: RE: transportation
Sent: Monday, April 14, 2008 9:40 AM

Ms. Miller,

Thank you for your interest in the draft Coordinated Plan. An important part of this planning process is bringing stakeholders to the table, and it was our intention to invite service providers such as the Shepherd's Center to the planning workshop. When developing the list for invitations, we reviewed contacts from the City and County's transportation services, and we regret that your organization was not included. We will keep you informed at the e-mail address you provided.

Please let me know if you would like to discuss any aspect of the plan or the Call for Projects. With your permission, I will include your comments and the response above in the comment summary appendix to the final Coordinated Plan.

Peter Ohlms, MPO Planner
City of Greensboro Department of Transportation /
Greensboro Urban Area Metropolitan Planning Organization

Public Notice

Draft Coordinated Human Services Transportation Plan and Call for Projects

The **Coordinated Human Services Transportation Plan** focuses on transportation needs for older adults, transportation for people with disabilities, and employment transportation for low-income individuals. It sets a vision for the future and identifies key objectives based on a planning workshop held in March. The plan covers most of Guilford County except for Burlington, Gibsonville, Whitsett, High Point, and Jamestown. **The draft plan is available for public review until May 12.**

To begin implementation of this plan, the Greensboro Urban Area Metropolitan Planning Organization is **soliciting project proposals** for funding under the federal *Job Access and Reverse Commute* and *New Freedom* transit programs. Approximately \$542,000 is available under these programs at this time.

For more information, to submit comments, or to request a copy of the grant application, visit www.guampo.org or contact us. Comments and project submittals are due May 12.

The draft plan is available for review at the following locations:

- Online at www.guampo.org
- City of Greensboro Clerk's Office
- Guilford County Commissioners' Office
- GDOT Office
- NCDOT Division 7 Office
- NC A&T Library
- UNCG Library
- Greensboro Public Library branches

To Contact Us

online: www.guampo.org

call: 373-4368

write: Greensboro Urban Area MPO
P.O. Box 3136
Greensboro, NC 27402-3136

Comments on the public participation process are also welcome.



Draft Coordinated Human Services Transportation Plan and Call for Projects

The **Coordinated Human Services Transportation Plan** focuses on transportation needs for older adults, transportation for people with disabilities, and employment transportation for low-income individuals. It sets a vision for the future and identifies key objectives based on a planning workshop held in March. The plan covers most of Guilford County except for Burlington, Gibsonville, Whitsett, High Point, and Jamestown. **The draft plan is available for public review until May 12.**

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To Contact Us

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call: 373-4368
write: Greensboro Urban Area MPO
P.O. Box 3136
Greensboro, NC 27402-3136

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Lead Planning Agency:
Greensboro Department of Transportation
P.O. Box 3136, Greensboro, NC 27402
Contact: Peter Ohlms
Phone: (336) 373-4368
Fax: (336) 412-6171
www.guampo.org

NEWS RELEASE

FOR IMMEDIATE RELEASE: April 10, 2008

DRAFT COORDINATED HUMAN SERVICES TRANSPORTATION PLAN AND CALL FOR PROJECTS

The Greensboro Urban Area Metropolitan Planning Organization (MPO) announces a public review period for the draft **Coordinated Human Services Transportation Plan**. The MPO also announces the availability of federal funding for certain purposes related to human services transportation.

The plan focuses on transportation needs for older adults, transportation for people with disabilities, and employment transportation for low-income individuals. It sets a vision for the future and identifies key objectives based on a planning workshop held in March.

The draft plan is available for public review until May 12 at the following locations:

- Online at www.guampo.org
- City of Greensboro Clerk's Office
- Guilford County Commissioners' Office
- GDOT Office
- NCDOT Division 7 Office
- NC A&T Library
- UNCG Library
- Greensboro Public Library Branches

To begin implementation of this plan, the MPO is **soliciting project proposals** for funding under the federal *Job Access and Reverse Commute* and *New Freedom* transit programs. Approximately \$542,000 is available under these programs at this time for the MPO area. Funding will be allocated using a competitive selection process described in the Coordinated Human Services Transportation Plan.

For more information, to submit comments, or to request a copy of the grant application, visit www.guampo.org or contact us. Comments and project submittals are due May 12, 2008. Comments on the public participation process are also welcome.

The Greensboro Urban Area MPO coordinates transportation planning for much of Guilford County, including the City of Greensboro and the Towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield. Burlington, Gibsonville, Whitsett, High Point, and Jamestown are outside the MPO's planning area. The MPO's policy board contains elected officials from Greensboro and Guilford County along with a member of the North Carolina Board of Transportation.

Planning for the transportation future