

Attachment #1 - Current Welfare to Work projects

GRANTEE	CONTACT	TITLE	ADDRESS	PHONE # FAX # E-MAIL ADDRESS
Allied Coordinated Transportation Services, Inc.	Angels Elias	Director of Transportation Programs	241 West Grant Street P.O. Box 189 New Castle, PA 16103	724-658-7258 724-658-7664 aelias@lccap.org
Armstrong County (Armstrong County Community Action Agency)	Kenneth Heilman	Executive Director	124 Armsdale Road Suite 211 Kittanning, PA 16201	724-548-3405 724-548-3413 kenh@armstrongcap.com
Berks Area Reading Transportation Authority	Dennis Louwarse	Executive Director/CEO	1700 North 11 th Street Reading, PA 19604	610-921-0605 610-921-9420 Barta02@AOL.com
County of Butler	Janine Kennedy	Community Action Director	Butler County Community Action & Development P.O. Box 1208 Butler, PA 16003-1208	724-284-5125 724-284-1063 akennedy@co.butler.pa.us
Cumberland-Dauphin-Harrisburg Transit Authority (Capital Area Transit)	Jim Hoffer	Executive Director	901 North Cameron Street P.O. Box 1571 Harrisburg, PA 17105	717-233-5657 717-238-8307 jhoffer@cattransit.com
Columbia County	Donald Pegg	Director of Human Services	26 W. First Street Bloomsburg, PA 17815	570-389-5687 570-389-5703 dpegg@columbiapa.org
County of Lackawanna Transit System	Debbie Schrader	Deputy Director of Development	800 North South Road Scranton, PA 18504	570-346-2061 (1264) 570-343-3819 schraderd@lackawannaccounty.org
Crawford Area Transportation Authority	Timothy Geibel	Executive Director	231 Chestnut Street Meadville, PA 16335	814-336-5600 814-336-5406 tgeibelcata@zoominternet.net
Endless Mountains Transportation Authority	Karen Graber	General Manager	27824 Route 220 Athens, PA 18810	570-888-7330 570-888-3666 Karen@emtransit.com
Erie Metropolitan Transit Authority	Lorene McGuire	Grants Coordinator	127 East 14 th Street Erie, PA 16512	814-454-4012 814-455-0071 lmcguire@emtaerie.com
Fayette County (Fayette Area Coordinated Transportation)	Michelle Grant Shumar	Director	FACT Transit Center 825 Airport Road Lemont Furnace, PA 15456	724-628-7532 x 101 724-628-7468 mshumar@hs.fayette.org
Fulton County (Fulton County Partnership, Inc.)	Julie Dovey	Executive Director	22438 Great Cove Road, Suite 102 P.O. Box 464 McConnellsburg, PA 17233	717-485-0931 717-485-4505 jdovey@fcpinc.net
Indiana County (Indiana County Department of Human Services)	Bonni Dunlap	Director	827 Water Street 2 nd Floor Indiana, PA 15701	724-463-8200 724-465-3159 icdhsdir@comcast.net
County of Lebanon Transit Authority	Teri Giurintano	General Manager	200 Willow Street Lebanon, PA 17046	717-274-3664 717-274-8860 tgiurintano.colt@comcast.net
Lycoming County (STEP, Inc.)	Janet Alling	Executive Director	2138 Lincoln Street P.O. Box 3568 Williamsport, PA 17701-8568	570-326-0587 570-322-2197 jalling@stepcorp.org
Mercer County (Mercer County Community Transit)	Kim DiCintio		2495 Highland Road Hermitage, PA 16148	724-981-1561 724-981-2639 kimd@mccrcog.com
Call-A-Ride Service Inc.	Carlene Hack	Executive Director	One Buena Vista Circle P.O. Box 750 Lewistown, PA 17044	717-242-0315 717-242-1448 mjaaa@acsworld.net
Monroe County Transportation Authority	Peggy Howarth	Executive Director	P.O. Box 339 Scotrun, PA 18355	570-839-8201 570-839-8205 phowarth@gomcta.com

<u>GRANTEE</u>	CONTACT	TITLE	ADDRESS	PHONE # FAX # E-MAIL ADDRESS
Montour County	Kathy Wilt	Director	Montour County Transit 112 Woodbine Lane Suite 1 Danville, PA 17821	570-271-0833 570-271-0834 montran@montourco.org
Red Rose Transit Authority	Linda Rannels	Director of Shared Ride & Customer Service	45 Erick Road Lancaster, PA 17601	717-291-1243 717-397-4761 lrannels@redrosetransit.com
Schuylkill County (Schuylkill Transportation System (STS))	Michael Micko	VP of Public Transp. Services	P.O. Box 67 St. Clair, PA 17970-0067	570-429-2805 570-429-1078 dzahora@redcogrp.com
Somerset County (Tableland Services, Inc.)	Jeffrey Masterson	Executive Director	535 E. Main Street Somerset, PA 15501	814-445-9628 814-443-3690 www.tabld.org
Union-Snyder Community Action Agency	Harry Adrian	Executive Director	P.O. Box 396 Selinsgrove, PA 17870	570-374-8938 570-374-6144 Hadrian@usohr.org
Washington County Transportation Authority	Sheila Gombita	Executive Director	382 West Chestnut Street Suite 108 Washington, PA 15301	724-223-8747 724-223-9474 Sheila@washingtonrides.org
York County Transportation Authority	Richard Farr	Executive Director	1230 Roosevelt Avenue York, PA 17404	717-849-0725 717-848-4853 rfarr@rabbitransit.org

Attachment #2 JOB ACCESS AND REVERSE COMMUTE PROJECT CRITERIA (JARC)

<i>Project Evaluation Criteria</i>	YES	NO
Project addresses a transportation gap or need as identified in the Approved Coordinated Human Services Transportation Plan <i>(If "Yes" then continue with scoring sheet. If "No," project is not eligible for funding)</i>		
Public Transportation provider(s) in the service area endorse the project as a component of a coordinated system. <i>(If "Yes" then continue with scoring sheet. If "No", project is not eligible for funding.)</i>		
<i>Project Evaluation Criteria</i>	<i>Maximum Points</i>	<i>Points Awarded</i>
Project increases mobility options for target population <ul style="list-style-type: none"> ➤ Increases service levels (hours of day/ days of week) (5) ➤ Expanded/ new service to targeted population (5) ➤ Introduces mobility management techniques (5) 		
Project links high concentrations of the targeted population with key destinations, activity centers, or key employers or concentrations of employers.		
Project identifies one or more local funding sources and evidences those sources are committed to supplying the necessary local match for the duration of the project. <ul style="list-style-type: none"> ➤ Strong Evidence of local match (20) ➤ Some evidence of local match (15) ➤ No evidence of local match, but good faith effort put forward to obtain local funds (10) ➤ No evidence of local match, no effort to put forward to obtain local funds (0) 		
Project expands on an existing successful pilot project or otherwise provides continued operating funding for an existing service. <ul style="list-style-type: none"> ➤ Existing project achieved projected ridership (20) ➤ Ridership has increased (compared to pre-project ridership) but has not achieved projected ridership (10) ➤ Marketing plan to increase ridership to targeted groups (5) 		
Project is derived from a listed strategy within the Planning Organization or displays innovation		
Project utilizes or coordinates with existing public and private human service agency transportation providers or existing public / private transportation providers; or reflects partnerships with non-transit entities and/or private non-profit / for-profit operators		
Project promotes likely economic opportunities for persons with low income.		
Project will be operational within a reasonable timeframe Project is operational within <ul style="list-style-type: none"> ➤ 6 months (20) ➤ 6-12 months (10) over 12 months (5)		
Agency personnel or contractors are qualified and have appropriate experience to implement project. Agency and/or contractor qualifications and experience (including key personnel) demonstrate that they have the technical and managerial capabilities and experience to conduct the project/operate the service <ul style="list-style-type: none"> ➤ 10+ years experience (15) ➤ 5+ years experience (10) ➤ 1+ years experience (0) 		
Estimate the number of trips that will be generated by the project for the target population <ul style="list-style-type: none"> ➤ 500 or more new customers (20) ➤ 100-500 new customers (10) ➤ 0-100 new customers (5) 		
Sustainability <ul style="list-style-type: none"> ➤ How the project will be able to continue beyond the initial source of funding. ➤ Sponsor has the institutional and fiscal capacity to sustain the project. 		
Project Coordination <ul style="list-style-type: none"> ➤ Identifies and acknowledges the ability and desire of the sponsoring agency, group or organization to coordinate with other programs and stakeholders. 		
TOTAL		

Attachment #2 - NEW FREEDOM PROJECT CRITERIA

<i>Project Evaluation Criteria</i>	YES	NO
<p>Project addresses a transportation gap or need as identified in the Approved Coordinated Human Services Transportation Plan</p> <p><i>(If "Yes" then continue with scoring sheet. If "No" project is not eligible for funding)</i></p>		
<p>Public Transportation provider(s) in the service area endorse the project as a component of a coordinated system.</p> <p><i>(If "Yes" then continue with scoring sheet. If "No", project is not eligible for funding.)</i></p>		
<i>Project Evaluation Criteria</i>	<i>Maximum Points</i>	<i>Points Awarded</i>
<p>Project increases mobility options for target population</p> <ul style="list-style-type: none"> ➤ Increases service levels (hours of day/ days of week) (5) ➤ Expanded/ new service to targeted population (5) ➤ Introduces mobility management techniques (5) 		
<p>Project links high concentrations of the targeted population with key destinations, activity centers, or key employers or concentrations of employers.</p>		
<p>Project identifies one or more local funding sources and evidences those sources are committed to supplying the necessary local match for the duration of the project.</p> <ul style="list-style-type: none"> ➤ Strong Evidence of local match (20) ➤ Some evidence of local match (15) ➤ No evidence of local match, but good faith effort put forward to obtain local funds (10) ➤ No evidence of local match, no effort to put forward to obtain local funds (0) 		
<p>Project expands on an existing successful pilot project or otherwise provides continued operating funding for an existing service.</p> <ul style="list-style-type: none"> ➤ Existing project achieved projected ridership (20) ➤ Ridership has increased (compared to pre-project ridership) but has not achieved projected ridership (10) ➤ Marketing plan to increase ridership to targeted groups (5) 		
<p>Project is derived from a listed strategy within the Planning Organization or displays innovation</p>		
<p>Project utilizes or coordinates with existing public and private human service agency transportation providers or existing public / private transportation providers; or reflects partnerships with non-transit entities and/or private non-profit / for-profit operators</p>		
<p>Project promotes likely economic opportunities for persons with low income.</p>		
<p>Project will be operational within a reasonable timeframe</p> <p>Project is operational within</p> <ul style="list-style-type: none"> ➤ 6 months (20) ➤ 6-12 months (10) ➤ over 12 months (5) 		
<p>Agency personnel or contractors are qualified and have appropriate experience to implement project.</p> <p>Agency and/or contractor qualifications and experience (including key personnel) demonstrate that they have the technical and managerial capabilities and experience to conduct the project/operate the service</p> <ul style="list-style-type: none"> ➤ 10+ years experience (15) ➤ 5+ years experience (10) ➤ 1+ years experience (0) 		
<p>Estimate the number of trips that will be generated by the project for the target population</p> <ul style="list-style-type: none"> ➤ 500 or more new customers (20) ➤ 100-500 new customers (10) ➤ 0-100 new customers (5) 		
<p>Sustainability</p> <ul style="list-style-type: none"> ➤ How the project will be able to continue beyond the initial source of funding. ➤ Sponsor has the institutional and fiscal capacity to sustain the project. 		
<p>Project Coordination</p> <ul style="list-style-type: none"> ➤ Identifies and acknowledges the ability and desire of the sponsoring agency, group or organization to coordinate with other programs and stakeholders. 		
TOTAL		

Attachment #3 - Selection Process Guideline

Please provide a detailed summary of your selection process for JARC and New Freedom projects which includes:

- Distribution List for Applications
- Stakeholder Involvement in the selection process
- List of Evaluating Committee Members
- Determination of how projects were derived from the local coordinated plan
- Selection Criteria/Weighting

Attachment #4 - JARC and New Freedom Federal and State Funding

Program	FFY 2006	FFY 2007	FFY 2008	Total
FEDERAL FUNDING				
Small Urbanized Areas – JARC	\$839,555	\$884,906	\$958,648	\$2,683,109
Non-urbanized Areas - JARC	\$996,074	\$1,049,729	\$1,137,207	\$3,183,010
Subtotal - JARC	\$1,835,629	\$1,934,635	\$2,095,855	\$5,866,119
Small Urbanized Areas – New Freedom	\$536,174	\$538,542	\$581,758	\$1,656,474
Non-urbanized Areas – New Freedom	\$687,792	\$661,768	\$714,873	\$2,064,433
Subtotal – New Freedom	\$1,223,966	\$1,200,310	\$1,296,631	\$1,862,907
Total Federal Funding	\$3,059,595	\$3,134,945	\$3,392,486	\$9,587,026
STATE FUNDING AVAILABLE				
Welfare to Work	N/A	\$2,500,000	\$3,133,583	\$5,633,583
JARC/New Freedom	N/A	\$2,565,043	\$2,061,460	\$4,626,503
Total State Funding	N/A	\$5,065,043	\$5,195,043	\$10,260,086

Attachment #5 - JARC and New Freedom Eligible Projects

The purpose of the JARC grant program is to assist states and localities in developing new or expanded transportation services that connect welfare recipients and other low income persons to jobs and other employment related services. Job Access projects are targeted at developing new or expanded transportation services such as shuttles, vanpools, new bus routes, connector services to mass transit, and guaranteed ride home programs for welfare recipients and low income persons. Reverse Commute projects provide transportation services to suburban employment centers from urban, rural and other suburban locations for all populations. Eligible applicants include private non-profit organizations, State or local governmental authority, and operators of public transportation services including private operators of public transportation services.

Eligible activities for Job Access grants include capital, operating and planning expenses of services, equipment, facilities, and associated capital maintenance items related to providing access to jobs. Eligible projects include, but are not limited to:

- Late-night and weekend service
- Guaranteed ride home service
- Shuttle Service
- Expanding fixed route mass transit routes
- Demand-responsive van service
- Ridesharing and carpooling activities
- Transit related aspects of bicycling

Also included are the costs of promoting the use of transit by workers with nontraditional work schedules, promoting the use of transit vouchers, and promoting the use of employer-provided transportation including the transit benefits. In addition, mobility management activities are an eligible capital expense. These eligible expenses are defined as short-range planning and management activities and projects for improving coordination among public transportation and other transportation services providers. For Reverse Commute grants, the following activities are eligible—operating costs, capital costs and other costs associated with reverse commute by bus, train, carpool, vans or other transit service.

The purpose of the New Freedom grant program is 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 (ADA). Funds are available to support the capital and operating costs of new public transportation service targeted toward people with disabilities or public transportation alternatives that go beyond those required by the ADA.

Eligible recipients include private non-profit organizations, State or local governmental authority, and operators of public transportation services including private operators of public transportation services. Activities that could be funded under the program include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs; including staff training, administration, and maintenance.
- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally.
- Making accessibility improvements to transit and intermodal stations not designated as key stations.
- Supporting voucher programs for transportation services offered by human service providers.
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. These activities are considered a capital cost and are defined as short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers.