

**FEDERAL FISCAL YEAR 2006 through 2010
TOLEDO OH - MI URBANIZED AREA
JOB ACCESS AND REVERSE COMMUTE PROGRAM
REQUIREMENTS AND COMPETITIVE APPLICATION**

**Section 5316 - Job Access and Reverse Commute Program
Federal Transit Administration**



Toledo Area Regional Transit Authority
1127 West Central Avenue., PO Box 792
Toledo, Ohio 43697-0792

January 12, 2011

INTRODUCTION

The Toledo Area Regional Transit Authority (TARTA) is accepting applications for funding for the Federal Transit Administration's Section 5316 Job Access and Reverse Commute Program. The goal of the JARC program is to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and nonurbanized areas to suburban employment opportunities.

Toward this goal, the Federal Transit Administration (FTA) provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals, and of reverse commuters regardless of income. The program requires coordination of Federally-assisted programs and services in order to make the most efficient use of Federal resources.

ELIGIBLE DIRECT RECIPIENTS

The designated recipient is the Toledo Area Regional Transit Authority (TARTA). TARTA may apply directly to FTA for a JARC grant for itself and on behalf of subrecipients. As discussed above, the designated recipient for JARC in an urbanized area over 200,000 in population may or may not be the same agency as the designated recipient for Section 5307 funds.

ELIGIBLE SUBRECIPIENTS

There are three categories of eligible subrecipients of JARC funds:

- Private non-profit organizations;
- State or local governmental authority; and
- Operators of public transportation services, including private operators of public transportation services.

ELIGIBLE ACTIVITIES

Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects.

Eligible projects may include, but are not limited to capital, planning, and operating assistance to support activities such as:

- Late-night and weekend service;
- Guaranteed ride home service;
- Shuttle service;
- Expanding fixed-route public transit routes;

- Demand-responsive van service;
- Ridesharing and carpooling activities;
- Transit-related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals that bicycle a portion of their commute or providing bicycle storage at transit stations);
- Local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides;
- Promotion, through marketing efforts, of the:
 - use of transit by workers with non-traditional work schedules;
 - use of transit voucher programs by appropriate agencies for welfare recipients and other low-income individuals;
 - development of employer-provided transportation such as shuttles, ridesharing, carpooling; or
 - use of transit pass programs and benefits under Section 132 of the Internal Revenue Code of 1986;
- Supporting the administration and expenses related to voucher programs. This activity is intended to supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment to providers of alternative transportation services. The JARC program can provide vouchers to low-income individuals to purchase rides, including (1) mileage reimbursement as part of a volunteer driver program, (2) a taxi trip, or (3) trips provided by a human service agency. Providers of transportation can then submit the voucher to the JARC project administering agency for payment based on pre-determined rates or contractual arrangements. Transit passes for use on fixed route or Americans with Disabilities Act of 1990 (ADA) complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/local) match;
- Acquiring Geographic Information System (GIS) tools;
- Implementing Intelligent Transportation Systems (ITS), including customer trip information technology;
- Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions;
- Deploying vehicle position-monitoring systems;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool van routes or service from urbanized areas and nonurbanized areas to suburban work places;
- Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
- Otherwise facilitating the provision of public transportation services to suburban employment opportunities;
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations

beyond those served by one agency or organization within a community. For example, a non-profit agency could receive JARC funding to support the administrative costs of sharing services it provides to its own clientele with other low-income individuals and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:

- The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
- Support for short term management activities to plan and implement coordinated services;
- The support of State and local coordination policy bodies and councils;
- The operation of transportation brokerages to coordinate providers, funding agencies and customers;
- The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
- The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

The JARC program administered by TARTA focuses on eligible projects within the Toledo OH - MI Urbanized Areas. All proposed projects must provide services within the Toledo OH – MI Urbanized Area. See Attachment A for a map of the urbanized area.

FUNDING AVAILABLE AND PROJECT PRIORITIES

As the designated recipient of JARC funding for the Toledo OH-MI Urbanized Area, TARTA, the Federal Transit Administration apportions funding to TARTA on an annual basis. The following funding is available for the funding of applications in this present competitive application process:

- Federal Fiscal Year 2006 \$229,000.00
- Federal Fiscal Year 2007 \$239,000.00
- Federal Fiscal Year 2008 \$259,110.00
- Federal Fiscal Year 2009 \$233,110.00
- Federal Fiscal Year 2010 \$290,860.00

This funding excludes the ten percent that TARTA will retain for project administration.

TARTA, in collaboration with the Toledo Area Metropolitan Area Regional Council of Governments and its Human Service Transportation Committee, has established the following priorities for funding:

FFY 2006

- Late-Night & Weekend Service \$64,000.00

FFY 2007

- Late-Night & Weekend Service \$69,000.00

FFY 2008

- Late-Night & Weekend Service \$94,110.00
- Guaranteed Ride Home Service \$15,000.00

FFY 2009

- Late-Night & Weekend Service \$63,110.00
- Guaranteed Ride Home Service \$20,000.00

FFY 2010

- Local Car Program \$150,000.00
- Late-Night & Weekend Service \$125,860.00
- Guaranteed Ride Home Service \$15,000.00

Please refer to Attachment B for details including the type of project and the local share requirement. These are the projects that will receive priority consideration for funding.

FEDERAL/LOCAL MATCHING REQUIREMENTS

General

JARC funds may be used to finance capital, planning and operating expenses:

- The Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost of the activity.
- The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

TARTA may use up to 10 percent of their apportionment to support program administrative costs including administration, planning, and technical assistance, which may be funded at 100 percent Federal share.

The local share of eligible capital and planning costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs.

Eligible Local Share

All of the local share must be provided from sources other than Federal DOT funds. Some examples of sources of local match which may be used for any or all of the local share include:

- State or local appropriations
- other non-DOT Federal funds
- dedicated tax revenues
- private donations
- revenue from human service contracts
- toll revenue credits
- net income generated from advertising and concessions

Non-cash share such as donations, volunteered services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, represents a cost which would otherwise be eligible under the program, and is included in the net project costs in the project budget.

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 JARC operating assistance. In either case, the cost of providing the contract service is included in the total project cost.

No FTA program funds can be used as a source of local match for other FTA programs, even when used to contract for service.

Exceptions

The Federal share is 90 percent for vehicle-related equipment and facilities required by the Clean Air Act (CAA) or the Americans with Disabilities Act (ADA). It is only the incremental cost of the equipment or facility required by the CAA or ADA that may be funded at 90 percent, not the entire cost of the vehicle or facility, even if the vehicle or facility is purchased for use in service required by the ADA or CAA.

Use of Other Federal Funds

Local match may be derived from other Federal funds derived from Federal programs that are eligible to be expended for transportation, other than from the DOT programs. Examples of types of programs that are potential sources of local match include:

- employment training
- aging
- community services
- vocational rehabilitation services
- Temporary Assistance for Needy Families (TANF)

To be eligible for local match for FTA funds, the other Federal funds must be used for activities included in the total net project costs of the FTA grant. Expenditure of other Federal funds for transportation outside of the scope of the project cannot be applied as a credit for local match in the FTA grant. Specific program information for other types of Federal funding is available at www.unitedweride.gov.

JOB ACCESS AND REVERSE COMMUTE PROGRAM MEASURES

Under the Government Performance Results Act (GPRA), FTA is required by law to “establish performance goals to define the level of performance” and to also “establish performance indicators to be used in measuring relevant outputs, service levels, and outcomes” for each of its programs. The performance measures described here are designed to fulfill FTA’s obligations under this Act. These measures will be used at a program level, and will not be used to assess individual grants.

The two measures established for the JARC Program are:

1. Actual or estimated number of jobs that can be accessed as a result of geographic or temporal coverage of JARC projects implemented in the current reporting year.
2. Actual or estimated number of rides (as measured by one-way trips) provided as a result of the JARC projects implemented in the current reporting year.

These measures and others will be tracked for all JARC projects. Applicants are required to have project management and evaluation procedures in place to support collection of data for these measures.

CONSISTENCY WITH THE COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN

TARTA, in collaboration with TMACOG and its Human Services Transportation Committee, has developed the *TMACOG – TARTA Coordinated Public Transit –*

Human Services Transportation Plan. This plan has been developed for the Toledo OH – MI Urbanized Area. All projects receiving funding through the JARC program must be consistent with this plan. Potential applicants should review and become familiar with this plan. The existing plan may be downloaded from TARTA's website www.tarta.com under the "Alerts & News" tab.

PROJECT COMPETITIVE SELECTION PROCESS

A recipient of funds shall conduct a competitive selection process that is separate from, but coordinated with, the transportation planning process. The competition allocates funding to the designated recipient (TARTA) and subrecipients to implement JARC projects.

- **Role of the Designated Recipient(TARTA) in Competitive Selection**. TARTA is the designated recipient and is responsible for conducting the competitive selection. TARTA as the designated recipient must certify that the distribution of funds is "fair and equitable" as required by 49 U.S.C. 5316(f)(2).
- **Conducting a Competitive Selection Process**. Title 49 U.S.C. 5316 requires that selected projects be derived from a locally developed coordinated plan and meet the intent of the program. As required by Title 49 U.S.C. 5316, TARTA as the designated recipient will conduct the competitive selection process in cooperation with the Toledo Area Metropolitan Area Council of Governments (TMACOG).

PROJECT COMPETITIVE SELECTION CRITERIA

TARTA and TMACOG have established the following criteria as the basis for conducting the competitive project selection process and recommending projects for funding. It is essential that project applications clearly address all factors associated with each criterion in preparing and submitting an application for funding.

I. Project Needs/Goals and Objectives (25 points)

The project should address and be consistent with the findings; unmet needs, gaps and overlaps in service; recommended actions and priorities in the TARTA – TMACOG Coordinated Public Transit – Human Services Transportation Plan. The application should explain how this is achieved, citing specific findings, recommended actions; priorities; unmet needs; gaps in services and overlaps in services. When citing the coordination plan, explain how the project achieves consistency the coordination plan, citing page numbers in the plan report. The project application should explain project goals and objectives and the population and geographic area to be served. The application should explain how the project is consistent with JARC Program goals and objectives. The project application should explain how the project meets project

eligibility requirements. The application should provide a clear rationale for using JARC funds.

The consistency of the proposed project with stated priorities for JARC and New Freedom funding should be addressed and explained.

II. Implementation/Management Plan (15 points)

The application should present an implementation plan and timeline for implementing and managing the project, including key project milestones. The application should provide relevant experience in successful implementation of similar or comparable projects. The application should explain the institutional capability of the applicant to successfully manage and complete the project.

For Operations projects, the application should provide an operations plan which defines the type, level and character of service to be provided, the population targeted for service, projected ridership, key personnel, and marketing strategies. For Capital and Mobility Management projects, the application should provide an implementation plan that includes project tasks, timeframes, benchmarks, key milestones, key personnel and estimated completion date.

Measurable indicators of project performance and outcomes should be provided, including the required measures stated above.

Supporting documentation should be provided.

III. Coordination/Project Outreach (15 points)

Projects should be developed in a collaborative/coordinated manner. The application should explain how this was achieved in the development of the project, including the involvement of key stakeholders and partner agencies. The application should explain how existing transportation resources will be coordinated with the proposed project.

The multiple-agency and multiple-strategy features of the project should be explained in detail. The potential for future coordination and collaboration should be explained, including key stakeholders and project partners that may be added. Documentation of these efforts and commitments should be included in the application. Given the short timeframe, letters of commitment are sufficient. It is expected that formal action of partner agencies would be completed at a later date and provided to TARTA before project start-up.

Integration of the proposed project with existing services and collaborative endeavors should be explained.

IV. Sustainability (5 points)

If JARC funding ceased to exist, what is the likelihood that the project would be sustained? The applicant should explain how this would be achieved, including the likely funding sources. The applicant should provide examples of other projects which were continued following the loss of initial funding.

V. Project Budget (20 points)

Project expenses and sources of funding should be stated in detail, including assurances that proposed matching funds are in fact eligible and available. The attached budget tables should be used to present the proposed project budget. Overmatching is encouraged. The importance of JARC funding to the project should be explained.

The availability of local matching funds should be certified by the project applicant, including program sources and amounts. Non-cash share such as donations, volunteer services, or in-kind contributions is eligible toward local share. The value of each must be documented; each must represent a cost otherwise eligible under the program; each is included in the net project costs of the project budget.

VI. Project Effectiveness and Performance Indicators (10 points)

The applicant should explain how the effectiveness and performance of the project will be measured, including the specific measures specified herein. Methods for collection of information to measure effectiveness and performance should be explained. The application should present a process by which ongoing monitoring and evaluation of the project or service will be achieved

VII. Innovation (10 points)

Innovative approaches are encouraged. The applicant should explain innovative elements in its proposal and the potential for the project to be scaled by others in the region.

CONTACTING TARTA FOR INFORMATION

For questions about this proposal you must put it in writing or e-mail:

Jason P. Binder, Transit Planner
Toledo Area Regional Transit Authority
1127 W. Central Ave., PO Box 792, Toledo, Ohio 43697-0792
Tel: 419-245-5217; Fax: 419-243-8588; Email: jbinder@tarta.com

Deadline for all questions in writing or e-mail is Monday, February 14th, 2011; 4:00pm local time.

Potential applicants may download the full Federal Transit Administration Circular FTA C 9050.1 at http://www.fta.dot.gov/laws/circulars/leg_reg_6623.html.

TARTA will conduct an evaluation of the proposals received in accordance with Section 4.8 of the Toledo Area Regional Transit Authority's Manual on Procurement Policy and Procedure. On completion of the evaluations a recommendation will be made to the TARTA Board of Trustees in accordance with the manual. The successful proposer shall cooperate with TARTA in meeting its commitments and objectives with regard to ensuring non-discrimination in the award and administration of U.S. DOT assisted contracts and shall use its best efforts to ensure that barriers to participation of DBE's do not exist.

APPLICATION DEADLINE AND SUBMISSION OF THE APPLICATION

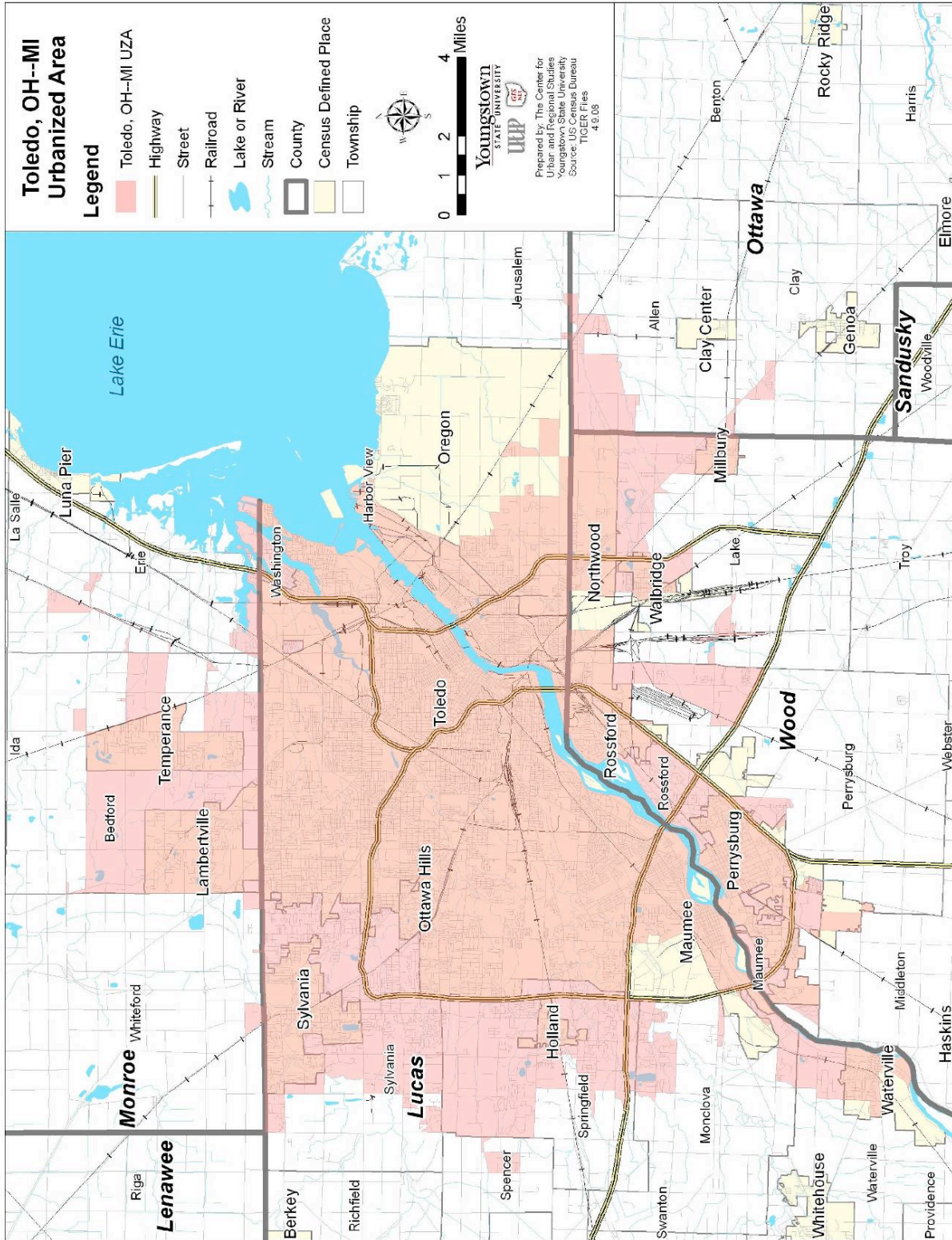
The complete Application can be found in Attachment C.

The deadline for applications is Monday, February 28, 2011; at 4:00 pm local time. Sealed applications with cover letter must include five (5) hard-copies and may be delivered to TARTA directly or via delivery service but will not accept electronically. Sealed applications sent by US Postal Service or other non-electronic mail services must be postmarked no later than Friday, February 25, 2011. Sealed proposals not received by this deadline will be returned and not considered for committee review.

All Sealed Applications with cover letter must be submitted to:

Jason P. Binder, Transit Planner
Toledo Area Regional Transit Authority
1127 W. Central Ave., PO Box 792
Toledo, Ohio 43697-0792

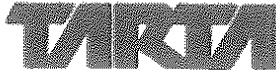
**Attachment A
Toledo OH-MI Urbanized Area Map**



**Attachment B
Project Funding Available**

Overview of Allocation***							
Revised December 16, 2010							
Appropriations	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010		
FTA Share for New Freedom (excluding Admin*):	\$ 130,000.00	\$ 134,100.00	\$ 149,040.00	\$ 171,870.00	\$ 168,680.00		
FTA Share for JARC (excluding Admin*):	\$ 229,000.00	\$ 239,000.00	\$ 259,110.00	\$ 233,110.00	\$ 290,860.00		
FTA Share for New Freedom Admin* (10%):	\$ 14,000.00	\$ 14,900.00	\$ 16,560.00	\$ 19,090.00	\$ 18,740.00		
FTA Share for JARC Admin* (10%):	\$ 25,000.00	\$ 26,000.00	\$ 28,790.00	\$ 25,290.00	\$ 32,320.00		
*Administrative covers support program administrative costs including administration, planning, and technical assistance which requires no local match							
Projects	Federal Share	Local Share**	Initiative	Type	Ratio	FY	Status
Same Day Service--Non emergency medical trips	\$45,000.00	\$45,000.00	New Freedom	Operational	50/50	2006	Funded
Travel Training	\$20,000.00	\$20,000.00	New Freedom	Operational	50/50	2006	Funded
Acquisition of Intelligent Transportation technologies	\$65,000.00	\$16,250.00	New Freedom	Capital	80/20	2006	Funded
Same Day Service--Non emergency medical trips	\$49,000.00	\$49,000.00	New Freedom	Operational	50/50	2007	Funded
Travel Training	\$20,000.00	\$20,000.00	New Freedom	Operational	50/50	2007	Funded
Acquisition of Intelligent Transportation technologies	\$65,000.00	\$16,250.00	New Freedom	Capital	80/20	2007	Funded
Local Car Program--\$2500 per car/ 5 cars a month	\$150,000.00	\$37,500.00	JARC	Capital	80/20	2006	Funded
Guaranteed Ride Home Service	\$15,000.00	\$15,000.00	JARC	Operational	50/50	2006	Funded
Late-Night and Weekend Service	\$64,000.00	\$64,000.00	JARC	Operational	50/50	2006	Needs RFP
Local Car Program--\$2500 per car/ 5 cars a month	\$150,000.00	\$37,500.00	JARC	Capital	80/20	2007	Funded
Guaranteed Ride Home Service	\$20,000.00	\$20,000.00	JARC	Operational	50/50	2007	Funded
Late-Night and Weekend Service	\$69,000.00	\$69,000.00	JARC	Operational	50/50	2007	Needs RFP
Same Day Service--Non emergency medical trips	\$45,000.00	\$45,000.00	New Freedom	Operational	50/50	2008	Funded
Travel Training	\$20,000.00	\$20,000.00	New Freedom	Operational	50/50	2008	Funded
Acquisition of Intelligent Transportation tech	\$84,040.00	\$21,010.00	New Freedom	Capital	80/20	2008	Funded
Same Day Service--Non emergency medical trips	\$49,000.00	\$49,000.00	New Freedom	Operational	50/50	2009	Funded
Travel Training	\$20,000.00	\$20,000.00	New Freedom	Operational	50/50	2009	Funded
Acquisition of Intelligent Transportation tech	\$102,870.00	\$25,710.00	New Freedom	Capital	80/20	2009	Funded
Local Car Program--\$2500 per car/ 5 cars a month	\$150,000.00	\$37,500.00	JARC	Capital	80/20	2008	Funded
Guaranteed Ride Home Service	\$15,000.00	\$15,000.00	JARC	Operational	50/50	2008	Needs RFP
Late-Night and Weekend Service	\$94,110.00	\$94,110.00	JARC	Operational	50/50	2008	Needs RFP
Local Car Program--\$2500 per car/ 5 cars a month	\$150,000.00	\$37,500.00	JARC	Capital	80/20	2009	Funded
Guaranteed Ride Home Service	\$20,000.00	\$20,000.00	JARC	Operational	50/50	2009	Needs RFP
Late-Night and Weekend Service	\$63,110.00	\$63,110.00	JARC	Operational	50/50	2009	Needs RFP
Local Car Program--\$2500 per car/ 5 cars a month	\$150,000.00	\$37,500.00	JARC	Capital	80/20	2010	Needs RFP
Guaranteed Ride Home Service	\$15,000.00	\$15,000.00	JARC	Operational	50/50	2010	Needs RFP
Late-Night and Weekend Service	\$125,860.00	\$125,860.00	JARC	Operational	50/50	2010	Needs RFP
Same Day Service--Non emergency medical trips	\$50,000.00	\$50,000.00	New Freedom	Operational	50/50	2010	Needs RFP
Travel Training	\$20,000.00	\$20,000.00	New Freedom	Operational	50/50	2010	Needs RFP
Acquisition of Intelligent Transportation tech	\$98,680.00	\$24,670.00	New Freedom	Capital	80/20	2010	Needs RFP
**MINIMUM REQUIRED LOCAL SHARE: All of the local share must be provided from sources other than Federal DOT funds. For an example, state or local appropriations; other non-DOT Federal funds; dedicated tax revenues; private donations; revenue from human service contracts; toll revenue credits; and net income generated by advertising, and concessions; non-cash share such as donations, volunteered services, or in-kind contributions would be eligible.							
**Allocations reflects the TMACOG-TARTA Coordinated Public Transit-Human Services Transportation Plan for Toledo Metropolitan Area April 2008							

Attachment C
JARC Project Application Forms



APPLICATION FOR FUNDING
Toledo Area Regional Transit Authority
JOB ACCESS AND REVERSE COMMUTE PROGRAM
FFY 2008 AND 2009

APPLICATION COVER PAGE

Agency Name _____

Contact Person _____

Street Address _____

City, State, Zip Code _____

Telephone _____

Fax _____

Email _____

PROJECT TITLE: _____

SUMMARY PROJECT DESCRIPTION

PROJECT TYPE (Please check)

- _____ Capital only
- _____ Operating only
- _____ Capital and Operating
- _____ Mobility Management/Coordination Planning

PROPOSED PROJECT BUDGET

\$ _____ Total Project Cost

\$ _____ Federal Share

\$ _____ Local Share

Please complete the following pages of the application paying close attention to the Project Competitive Selection Criteria.



PROJECT NARRATIVE (PAGE 1)
Toledo Area Regional Transit Authority
JOB ACCESS AND REVERSE COMMUTE PROGRAM
FFY 2008 AND 2009

PROJECT DESCRIPTION

I. PROJECT NEEDS/GOALS AND OBJECTIVES (25 POINTS)

For each section above, attach additional pages as required.



PROJECT NARRATIVE (PAGE 2)
Toledo Area Regional Transit Authority
JOB ACCESS AND REVERSE COMMUTE PROGRAM
FFY 2008 AND 2009

II. IMPLEMENTATION/MANAGEMENT PLAN (15 POINTS)

III. COORDINATION/PROJECT OUTREACH (15 POINTS)

For each section above, attach additional pages as required.



PROJECT NARRATIVE (PAGE 3)
Toledo Area Regional Transit Authority
JOB ACCESS AND REVERSE COMMUTE PROGRAM
FFY 2008 AND 2009

IV. SUSTAINABILITY (5 POINTS)

V. PROJECT BUDGET (20 POINTS) (Complete required budget sheet and present budget narrative below)

For each section above, attach additional pages as required.

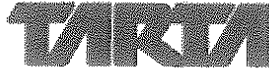


PROJECT NARRATIVE (PAGE 4)
Toledo Area Regional Transit Authority
JOB ACCESS AND REVERSE COMMUTE PROGRAM
FFY 2008 AND 2009

VI. PROJECT EFFECTIVENESS AND PERFORMANCE INDICATORS (10 POINTS) (Include specific measures)

VII. INNOVATION (10 POINTS)

For each section above, attach additional pages as required.



PROJECT OPERATING BUDGET
Toledo Area Regional Transit Authority
JOB ACCESS AND REVERSE COMMUTE PROGRAM
FFY 2008 AND 2009

PROJECT OPERATING COSTS

<u>Line Items</u>	<u>Amount</u>
1 <u>Staff-related - direct labor and fringes</u>	\$ _____
2 <u>Contract services</u>	\$ _____
3 <u>Materials and supplies</u>	\$ _____
4 <u>Other direct costs (specify)</u>	\$ _____
5 <u>Other costs (specify)</u>	\$ _____
6 <u>Miscellaneous (specify)</u>	\$ _____
7 <u>Overhead</u>	\$ _____
Total Project Operating Costs	\$ _____
Revenue Received from Fares and User Fees	\$ _____
Eligible Project Operating Costs	\$ _____
Maximum Potential JARC Funding (50%)	\$ _____

PROJECT REVENUES

Job Access and Reverse Commute Funds (50%)	\$ _____
Local Matching Funds (State specific sources)	
1 _____	\$ _____
2 _____	\$ _____
3 _____	\$ _____
4 _____	\$ _____
Total Project Revenues	\$ _____



PROJECT CAPITAL BUDGET
Toledo Area Regional Transit Authority
JOB ACCESS AND REVERSE COMMUTE PROGRAM
FFY 2008 AND 2009

PROJECT CAPITAL COSTS

<u>Capital Cost Items (Specify)</u>	<u>Amount</u>
1 _____	\$ _____
2 _____	\$ _____
3 _____	\$ _____
4 _____	\$ _____
5 _____	\$ _____
6 _____	\$ _____
7 _____	\$ _____
Total Project Capital Costs	\$ _____
Revenue Received from Fares and User Fees	\$ _____
Maximum Potential JARC Funding (80%)	\$ _____

PROJECT REVENUES

Job Access and Reverse Commute Funds (80%)	\$ _____
Local Matching Funds (State specific sources)	
1 _____	\$ _____
2 _____	\$ _____
3 _____	\$ _____
4 _____	\$ _____
Total Project Revenues	\$ _____



PROJECT PLANNING BUDGET
Toledo Area Regional Transit Authority
JOB ACCESS AND REVERSE COMMUTE PROGRAM
FFY 2008 AND 2009

PROJECT CAPITALCOSTS

	<u>Planning Cost Items (Specify)</u>	<u>Amount</u>
1	_____	\$ _____
2	_____	\$ _____
3	_____	\$ _____
4	_____	\$ _____
5	_____	\$ _____
6	_____	\$ _____
7	_____	\$ _____
	Total Project Capital Costs	\$ _____
	Revenue Received from Fares and User Fees	\$ _____
	Maximum Potential JARC Funding (80%)	\$ _____

PROJECT REVENUES

	Job Access and Reverse Commute Funds (80%)	\$ _____
	Local Matching Funds (State specific sources)	
1	_____	\$ _____
2	_____	\$ _____
3	_____	\$ _____
4	_____	\$ _____
	Total Project Revenues	\$ _____



ESTIMATED PROJECT PERFORMANCE
Toledo Area Western Regional Transit Authority
JOB ACCESS AND REVERSE COMMUTE PROGRAM
FFY 2008 AND 2009

PROJECT PERFORMANCE MEASURES

Base Data Requirements

- 1 Estimated number of jobs accessed as a result of _____
- 2 Estimated number of annual rides (one-way trips) to be _____
- 3 Estimated annual revenue and total vehicle miles of _____
- 4 Estimated annual revenue and total vehicle hours of _____
- 5 Estimated annual operating costs of service to be _____
- 6 Population of the project service area _____
- 7 Individuals with family income 150% of the poverty line _____
- 8 TANF participants (welfare recipients) within the project _____

Description of geographic area to be served by the project
