



PLANNING & PROGRAMMING COMMITTEE
January 14, 2004

**SUBJECT: 2003 JOB ACCESS AND REVERSE COMMUTE (JARC)
COMPETITIVE GRANTS**

**ACTION: APPROVE STAFF RECOMMENDATIONS FOR FUNDING
OF JOB ACCESS AND REVERSE COMMUTE PROJECTS**

RECOMMENDATIONS

- A. Approve recommended projects and funding amounts totaling \$1,901,074 in federal funds for the 2003 Job Access and Reverse Commute (JARC) Competitive Grants as proposed on Attachment A.
- B. Authorize the Chief Executive Officer to submit a JARC grant application to the Federal Transit Administration as a pass-through agency for the proposed projects.
- C. Authorize the Chief Executive Officer to negotiate and execute JARC pass-through funding agreements with the various project sponsors after the FTA awards a grant.

ISSUE

The MTA has available Congressional allocations totaling \$3,362,172 for the JARC program. Proposals for funding were requested from various cities, agencies, and operators in Los Angeles County that could benefit from this program. Nine proposals were received and reviewed by MTA staff for compliance with the intent of the FTA JARC program. Upon MTA Board's approval of the recommended projects, MTA staff will prepare a pass-through grant application to the FTA and negotiate pass-through funding agreements with the various project sponsors to be executed after the FTA awards the grant.

BACKGROUND

For FY 2002 and FY 2003, Congress has allocated a total of \$3,362,172 in federal JARC Program funding to Los Angeles County under the Section 3037 of the Transportation Equity Act for the 21st Century (TEA-21). The JARC Program itself has two major goals: (1) to provide transportation services in urban, suburban and rural areas that would assist welfare recipients and

other low-income individuals in accessing employment opportunities; and (2) to increase collaboration among regional transportation providers, human service agencies and related service providers, employers and affected communities.

JARC Project Requirements

A *Job Access* project is directed at implementing new or expanded transportation services. These services are targeted at filling transportation gaps and designed to transport welfare recipients and low-income individuals to and from jobs and other employment-related support services such as childcare and job readiness, training and retention services.

Job Access funds may be applied to the capital and operating costs of new or expanded transportation services. The funds also may be used for such activities as service extensions, guaranteed ride home, initiating shuttle service and ridesharing activities.

A *Reverse Commute* Project facilitates the provision of new or expanded public mass transportation services for the general public from urban areas, suburban and rural areas to suburban work places. Reverse Commute funding may be used for, but not necessary limited to:

- Bus, train, car and van pooling services, van routes; and
- The purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences and transit transfer points to a suburban work place and back again.

The current TIP was amended to include the 2003 JARC funding levels.

The 2003 JARC competitive grant Application package was distributed to local jurisdictions, public transportation and non-profit agencies in August 2003 after board approval. A workshop was held on September 18, 2003, to help interested project sponsors understand the JARC process requirements. Proposals were due to the MTA by November 7, 2003. MTA staff began the evaluation process in November 2003, which consisted of an evaluation panel of three MTA staff and a representative from the Southern California Association of Governments (SCAG). The evaluation was consistent with the FTA guidelines and awarding criteria.

OPTIONS

The MTA Board may decide not to approve the funding recommendations for certain projects. If so, staff will then change the final MTA recommendations to be sent to the FTA. The Board could also choose not to proceed with this process. This option is not recommended, as it would not allow the MTA to obligate as much of the Congressional allocations as possible, if not all, before the funds lapse.

NEXT STEPS

With Board approval, the recommended 2003 JARC projects will be included in a JARC grant proposal for FTA consideration and grant award of \$1,901,398. Upon FTA approval of the grant, the MTA will execute pass-through agreements with the project sponsors and start

monitoring project implementation. Staff also will continue to seek projects and project sponsors for the remaining \$1,460,774 in JARC funds available before they lapse.

ATTACHMENT

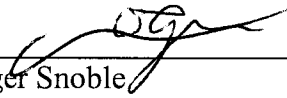
A. 2003 Job Access and Reverse Commute description of staff recommended projects

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Executive Officer
Countywide Planning and Development



Roger Snoble
Chief Executive Officer

Attachment A

2003 Job Access and Reverse Commute (JARC) Competitive Grants

PROJ #	PROJECT TITLE	PROJECT SPONSOR	PROJECT TOTAL	FTA SHARE	LOCAL SHARE
1001	South Whittier Shuttle Expansion	Los Angeles County Dept. of Public Works	\$417,540	\$208,770	\$208,770
1002	Hand-Throw Crossover at Lancaster Metrolink Station	Southern California Regional Rail Authority	\$250,000	\$125,000	\$125,000
1003	Sylmar-San Fernando/Santa Clarita Reverse Commute Service	City of Santa Clarita/Metro San Fernando Valley(MTA)	\$1,483,851	\$741,926	\$741,926
1004	Villages at Cabrillo/LBT Route 171 Extention Project	Long Beach Transit(LBT)	\$582,976	\$291,488	\$291,488
1006	Blue Line Off-Peak Shuttle Service	City of Carson	\$44,733	\$22,366	\$22,367
1007	The Salvation Army Bell Shelter Job Access Project	The Salvation Army	\$205,724	\$102,670	\$102,994
1008	Calabasas Fixed-Route with Flexible Stops Shuttle	City of Calabasas Traffic and Transportation Dept	\$320,000	\$160,000	\$160,000
1009	Avocado Heights/Bassett Shuttle	Los Angeles County Dept. of Public Works	\$497,708	\$248,854	\$248,854
Total for 2003 JARC projects			\$3,802,532	\$1,901,074	\$1,901,398