 

Tompkins County / Ithaca-Tompkins County Transportation Council

Special Community Mobility Projects

Application for 2019 Grants

**Due to ITCTC on Friday, Nov 2, 2018, 4 pm**

**Contact Information**:

Name:

Agency:

Address:

Phone #:

Email:

Website:

1. **Project Name**:
2. **Project Description**:

Type of Project (Please Check One):

Operating Assistance: [ ]

Mobility Management: [ ]

Other Capital Project: [ ]

Planning: [ ]

**Describe the proposed project goals and objectives. Is it a new or continuing project? How will the project be implemented?**

**How will the project serve and benefit target populations (low income, seniors or persons with disabilities)?**

**How will the project coordinate with existing transportation services in the service area?**

C. **Project Budget** (Present the budget including assumptions.)

***Budget Assumptions:***

***(What are the unit prices, cost per trip, cost per person, cost per hour; payment per mile, number of units, trips, hours, instruction hours, etc.)***

**Show Itemize expenses and revenues (add rows as needed)?**

|  |  |  |
| --- | --- | --- |
| Expenses |  |  |
|  |  |  |
| Income |  |  |
|  |  |  |
| Total |  |  |

**How will Federal funds will be matched?**

**Local match options include cash or in-kind resources. Please describe in detail.**

D. **Project Evaluation**

How will you measure the performance of the project? What are the most important outcomes? Describe criteria you will use to measure the project’s performance.

E. **Certification by Chief Executive Officer of Applicant**

I hereby certify all information and data in this application are true and correct to the best of my knowledge and belief and are supported by our records. I certify, as applicant, we will comply with all applicable Federal requirements.

|  |  |  |  |  |
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|  |  |
| --- | --- |
| Name: | Title: |
| Signature or email: | Date: |

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|  |

**Send to Fernando deAragon, ITCTC, 121 E. Court St, Ithaca, NY 14850 or by email** **fdearagon@tompkins-co.org** **before 4 pm on Nov 2, 2018.**

**For technical assistance contact Dwight Mengel, Tompkins County DSS, at: 607-274-5605,** **Dwight.mengel@dfa.state.ny.us** **before Oct 31.**

Special Community Mobility Projects (SCMP)

Questions and Answers

***Q1. What are Special Community Mobility Projects?***

*A1.* Background

Special Community Mobility Projects (SCMP) is a County Program that replaced the former JARC (Job Access & Reverse Commute) Section 5316 Program of the Federal Transit Administration (FTA) in 2013. Federal Transportation Law combined the JARC program with the FTA Section 5307 Urban Formula Program. The Section 5307 funding formula was changed to also allocate money based on the number of people with income under the Federal Poverty Level. Activities previously funded under the Section 5316 JARC program are eligible under Section 5307 Urbanized Area Formula Grants. Special Community Mobility Projects refers to projects eligible under the Section 5307 urban program.

*A2.* Eligible Projects

1. Mobility management: to build coordination among public transportation providers and other transportation service providers carried out by a recipient or subrecipient through an agreement (See 49 U.S.C. 5302(a)(1)(L)). Mobility management does not include operating public transportation services. Mobility management includes:

* + 1. 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;
		2. Support for short term management activities to plan and implement coordinated services;
		3. The support of State and local coordination policy bodies and councils;
		4. The operation of transportation brokerages to coordinate providers, funding agencies and customers;
		5. The provision of coordination services, including employer-oriented Transportation Management Organizations, Transportation Management Associations, Business Improvement Districts or other like 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;
		6. 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
		7. 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 (GPS) 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. [[1]](#endnote-1)

Mobility management is a capital project activity that consists of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers. [[2]](#footnote-1)

2. Operating Assistance: “a transportation project to finance planning, capital, and operating costs that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, including transportation projects that facilitate the provision of public transportation services from urbanized areas and rural areas to suburban employment locations.” [[3]](#endnote-2)

3. Capital: public transit related pedestrian, bicycle, accessible bus stops, signs, and other eligible projects.

***Q2. What is the total funding available for Special Community Mobility Projects.***

A2. Tompkins County has between $90,000 -$110,000 in Federal Transit Administration Section 5307 Urban Formula funds for these projects. In addition, this includes $90,000 for 2019 and unused funds from past grants that may be added to the total amount. Therefore, the estimated available funds are between $90,000 and $110,000. There are matching requirements of 50% to 10% depending on what types of projects are proposed.

Operating Assistance provides Federal funding up to 50% of the cost to operate a transportation service. The local match is 50%.

Mobility Management and other capital projects are eligible to receive 80% Federal funding. New York State will provide 10% and the local match is 10%.

***Q3. What public goals and objectives should SCMP projects fulfill?***

A3. The ITCTC decided to continue to use Tompkins County’s Coordinated Public Transit – Human Services Transportation Plan to identify objectives and priorities for SCMP projects. Although the Coordinated Plan is being revised, the current plan’s objectives and priorities are being used:

A. The Tompkins County Coordinated Plan encourages:
- Local human services transportation planning to reduce duplication, increase service efficiency and expand access for the transportation-disadvantaged populations of low-income, seniors and persons with disabilities.

- Federally-assisted grantees to coordinate their resources in order to maximize accessibility and availability of transportation services; including sharing vehicles and coordinating the use of federally-funded assets.

- Regional planning that extends the Coordinated Plan approach on a regional basis.

B. The basic Coordination Plan strategy is to create coordinated, consumer-oriented, community mobility services aimed primarily at serving the target populations of low-income, seniors and persons with disabilities. Overall priorities include:

· To educate the public and especially target populations about mobility services.
· To train individuals, upon request, how to use mobility services.
· To create one telephone number and portal to make trip reservations for mobility services.
· To increase consumer choice of wheelchair-accessible services.
· To create one fare payment scheme for all travel modes– e.g. EZ Pass.
· To create transparency and increase responsiveness of service providers and to encourage volunteer-driver programs.
. To coordinate community mobility services with existing services, e.g. TCAT bus, Way2Go.
· To promote efficient delivery of public-funded transportation services.
· To improve transportation access to medical services, both in-county and regionally.

***Q4. What is the process and schedule for deciding which Projects are selected for funding.***

A4. Schedule

|  |  |
| --- | --- |
| 11/2/2018, 4 pm | Proposals due to ITCTC office, 121 E Court St by mail or email fdearagon@tompkins-co.org |
| 11/9/18, t/b/a | Applicant meeting - purpose: adjust budgets and prepare a recommended program for Coordinated Plan Committee. |
| 11/14/18,10:10-11:30 am | Coordinated Plan Committee Meeting, review & proposes a program of projects.  |
| 11/17 to 11/28 t/b/a | TCAT/County Work Group to meet & recommends a draft program of projects. |
| 12/18/18, 2 pmTCAT Facility | ITCTC Joint Planning and Policy Committee meeting. Planning Committee recommends program of projects. Policy Committee approves final program of projects. |

***Q5. What Federal requirements apply to an agency that receives FTA funds?***

A5. The short answer is many Federal laws and requirements apply to successful applicants for FTA Section 5307 funds. Tompkins County is the direct recipient of federal funds from the Federal Transit Administration. The County will execute a contract with successful applicants to award the federal funds and to pass down federal requirements.

The County is held responsible by FTA for the performance of all sub-recipients of federal funds. Therefore, the County takes its oversight function of all sub-recipients seriously. The County will provide technical assistance to assist sub-recipients to comply with applicable Federal laws and requirements.

There are requirements applicable to all or some sub-recipients and third-party contractors. Participants are encouraged to review all Federal legislation, regulations, and guidance that apply to your proposed Project. The FY 2013 Master Agreement identifies many of those requirements and can be accessed at <http://www.fta.dot.gov>.

**Q6. *What does “low income” mean? What is 150% of the Federal Poverty Level? What does “increase service efficiency and expand access” to transportation services for people with low income mean?***

One objective of the former Job Access & Reverse Commute Program was “to increase service efficiency and expand access” to mobility services for individuals with low income. Low Income was defined of being at or under 150% of the current Federal Poverty Level shown in the tables below. People with low incomes, seniors and individuals with disabilities are identified as three target populations having the least access to affordable mobility. This does not mean that Federal funds are restricted to only benefit these target populations.

For example, when marketing a ridesharing program, it is essential to create a supply of drivers. Using Federal funds to recruit drivers, to organize a volunteer driver network or to partially compensate mileage costs for volunteer drivers is a useful strategy to build a supply of drivers to serve demand, including people with low income, seniors and individuals with disabilities. By building up the supply of market-priced mobility services appealing to the general public, we are able to target limited public monies to subsidize access by people with low income, seniors and individuals with disabilities.

Do you have more questions? Contact Dwight Mengel at Dwight.mengel@dfa.state.ny.us, or by phone (607) 274-5605.

2018 Federal Poverty Guidelines Table



<https://familiesusa.org/product/federal-poverty-guidelines>

1. Urbanized Area Formula program: Program Guidance and Application Instructions, FTA C 9030.1E, Page IV-6. [↑](#endnote-ref-1)
2. FTA C9030.1E, 1/16/2014, p I-5 [↑](#footnote-ref-1)
3. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FINAL_FTA_circular9030.1E.pdf>

 page IV-20-21.

 [↑](#endnote-ref-2)