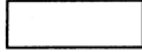




Chicago Area Transportation Study



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**To:** Transportation Task Force for Seniors and People with Disabilities/Community Mobility Task Force

**From:** Russell J. Pietrowiak

**Date:** 6/2/05

**Subject:** MPO JARC Plans Review

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The joint task force (TSPD & CMTF) asked CATS staff to conduct a review of Job Access Reverse Commute (JARC) plans developed by other Metropolitan Planning Organizations (MPO's). This was undertaken for two reasons. First, CATS will be updating this region's JARC Plan and reviewing innovative plans will be helpful in the process. Second, we believe that the contents required for the JARC plan will be mirrored in requirements for other coordinated plans. Only plans that were accessible via the internet were examined. Below is a summary of reviewed MPO JARC plans with links to those plans.

**Kansas City MPO (Mid America Regional Council)**

<http://www.marc.org/transportation/jarc.htm>

The Kansas City Job Access Partnership was initially formed to combine applications from many entities into a consolidated JARC application for the region. The Mid America Regional Council adopted a five-year JARC program to coincide with TEA21. This enabled the region to not only capture funds but to also have a plan with a vision that the individual parts/applicants could be measured against. In addition, the MPO coordinated and organized Public education, marketing, and monitoring of the JARC Program and its implementation. A Special Transportation - Job Access Partnership committee was formed to review JARC applications, determine goals, keep members up to date, etc. Currently JARC applications are on hold pending reauthorization

**North Central Texas Council of Governments**

[http://www.nctcog.org/trans/public\\_trans/jarc/index.html](http://www.nctcog.org/trans/public_trans/jarc/index.html)

The North Central Texas Council of Governments (NCTCOG) is the MPO for the Dallas/Ft. Worth area. The JARC plan that this MPO created was divided into two priority groups. *Priority A* are those projects that will have the highest and most immediate impact, and can be implemented more quickly. *Priority B* projects have a lower immediate impact, or need further refinement. Funding was requested and granted for several *Priority A* projects. The main focus of the plan was to guide the development of programs to help move welfare recipients and low-income individuals into meaningful and sustainable employment regardless of jurisdictional boundaries.

**The Delaware Valley Regional Planning Commission (DVRPC)**

<http://www.dvrpc.org/planning/regional/access.htm>

The Delaware Valley Regional Planning Commission (DVRPC), the Philadelphia MPO. Over the first five years of the program (1999-2003), the Delaware Valley Planning Commission (DVRPC) directed more than \$44 million dollars for access-to-jobs initiatives. In addition, DVRPC adopted a regional access-to-jobs strategy and facilitated the JARC grant program by which projects were prioritized based on our regional strategy. All the services funded through the JARC program support DVRPC strategy as well as provide critical transit connection low-income and nontraditional shift workers. In 2004, DVRPC updated the regional access-to-jobs report: Improving Access to Opportunities in the Delaware

Valley Region: Areawide Job Access and Reverse Commute Transportation Plan. This document will serve as the basis for additional regional planning efforts regarding access-to-jobs. It will continue to be updated in response to changing development and employment patterns, as well as changing federal guidelines.

**North Jersey Transportation Planning Authority (NJTPA)**

<http://njtpa.org/planning/jarc/jarc.htm>

The NJTPA provided regional coordination of the Community Transportation Plan of the Northern New Jersey counties. The purpose of their plan was to identify opportunities for cooperative efforts, or linkages, between counties to coordinate county-based services across boarders, and to implement a prioritization structure for evaluating future JARC projects. This plan used money from the Senior citizen and disabled person transportation assistance program, approximately \$25,000,000 annually. The fund receives 7½ % of eligible funds collected annually via the casino tax (8% of revenues). Applications are submitted to the MPO where they are reviewed, scored, and ranked using FTA guidelines. Approved applications are then submitted to the state where a consolidated state application is assembled. The MPO has maintained oversight of this program even during the period of earmarking JARC funds.

**New York City MPO (New York Metropolitan Planning Council)**

<http://www.nymtc.org/>

The New York Region’s Area-Wide Plan, as specified in FTA guidelines and articulated by NYMTC and the plan’s Advisory Committee, is designed to achieve the following objectives:

- Create a comprehensive framework that can be used by grant seekers to guide them in addressing the job access challenges of welfare recipients and other low-income individuals.
- Identify geographic distributions and characteristics of welfare recipients, other individuals with low incomes, employment opportunities, transportation services and employment-related activities.
- Guide the selection of grants to be submitted for funding through the Job Access and Reverse Commute Transportation Program by identifying and prioritizing service needs and opportunities.
- Enhance NYMTC’s ongoing activities that provide information on the program and encourage broad participation in the planning process.
- Identify opportunities to address job access challenges through related welfare-to-work, social service and private funding sources.
- Encourage the development of cooperative relationships across jurisdictional boundaries and among the different constituents and disciplines concerned with welfare-to-work, employment training and transportation service delivery.

**New York MPO Planning Requirements**

In regions with populations of more than 50,000, MPOs are responsible for selecting applicants to be considered for NYSDOT JARC grants. This means that MPOs are responsible for the following:

- (a) Determining that the proposed JARC projects are consistent with the regional long-range transportation plan;
- (b) Ensuring that the submitted application contains projects prioritized according to local need;
- (c) Endorsing and subsequently programming JARC projects into the area Transportation Improvement Program (TIP); and,
- (d) Conducting the locally-developed public participation process as required by the Joint FHWA/FTA Planning Rule (23 CFR part 450, 49 CFR part 613).

Individual JARC projects must be adopted into the MPOs’ Transportation Improvement Program (TIP) prior to receiving a grant. Because this entails a formal review and project approval by the MPO Policy Board, NYSDOT strongly urges the partners developing the area-wide JARC transportation plan to communicate with the MPO at an early stage. Further, as the financial sustainability of a project is one of the evaluation criteria, coordination with the agencies participating in the MPO forum could be a critical factor in ensuring long-term support for JARC activities.

**Federal Transit Authority: Job Access Reverse Commute (JARC) Section**  
[http://www.fta.dot.gov/9393\\_ENG\\_HTML.htm](http://www.fta.dot.gov/9393_ENG_HTML.htm)

### **Job Access and Reverse Commute Program Questions and Answers**

Question: What level of information is expected in the Regional Job Access and Reverse Commute Plan? How much consolidation of projects is possible? Should it include projects that support access to jobs activities but are ineligible for Job Access and Reverse Commute funding (e.g., car buying programs, transit passes, construction of child care and employment support facilities at transit stations)?

Answer: The Plan is expected to fulfill the criteria required in section I 2, "Regional Job Access and Reverse Commute Transportation Plan," as specified in the Job Access and Reverse Commute Notice. The identity of individual projects must be maintained, because MPOs need to rank individual projects in the context of creating their overall program, and FTA needs to understand how individual projects relate to the overall regional approach to JARC when making its final funding decisions.

Projects that are clearly ineligible for Job Access and Reverse Commute funding but that may be nonetheless integral to a community's access to jobs activities should be included in the plan. While funds expended for ineligible projects can not constitute match dollars, the award criteria does include bonus points for linkages to employment-related support services and for utilizing strategies that are effective in meeting program goals. Transit pass programs, ineligible car-related activities and facilities for supportive services may fit under this criteria. However, funding requests for these activities should not be included in the Job Access and Reverse Commute application.

Other:

Atlanta Regional Commission

<http://www.atlantaregional.com/jatp/>

### **Human Services Transportation Plans:**

Maricopa Association of Governments (MAG)

<http://www.mag.maricopa.gov/project.cms?item=424>

San Diego Association of Governments (SANDAG)

Scroll to bottom of list under "Services"

<http://www.sandag.org/index.asp?listbyclassid=13&fuseaction=publications.listbyclassid>

Texas

[http://www.planning.dot.gov/Peer/Austin/austin\\_peer.htm](http://www.planning.dot.gov/Peer/Austin/austin_peer.htm)