

Funding and Match Requirements

- The project sponsor must have sufficient funds to carry out the project—grant payments are issued as a reimbursement for eligible expenses and project deliverables.
- These programs require local match funding. The applicant will be required to identify local match funding of at least 20 percent for Capital Projects, and at least 50 percent of the total project cost for Operations. (The local funding share may be met using federal funding, if that funding comes from a source which is not administered through the U.S. Department of Transportation.)

For More Information

Stevie Greathouse, Principal Planner
Capital Area Metropolitan Planning Organization

505 Barton Springs Rd, Suite 700
P.O. Box 1088-CAMPO
Austin, TX 78767

Phone: (512) 974-2275

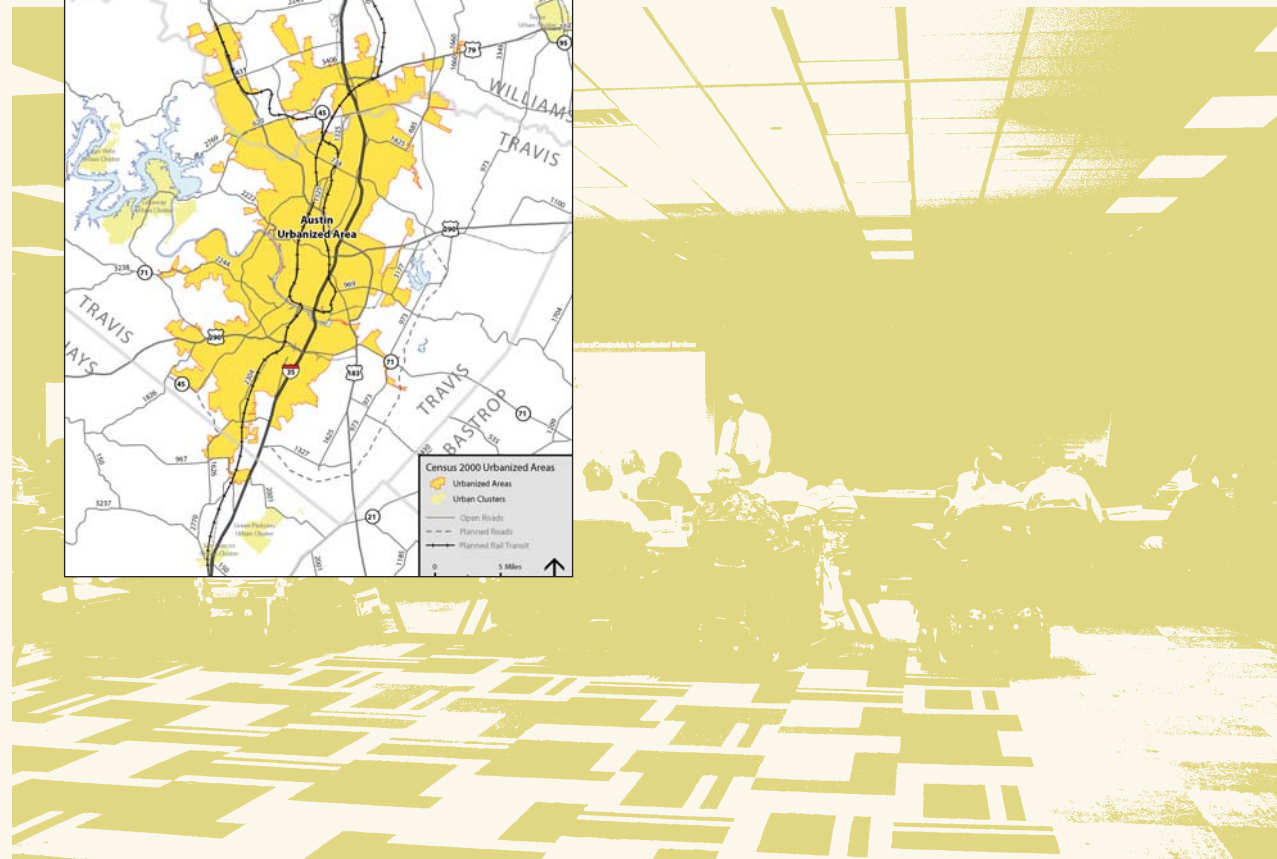
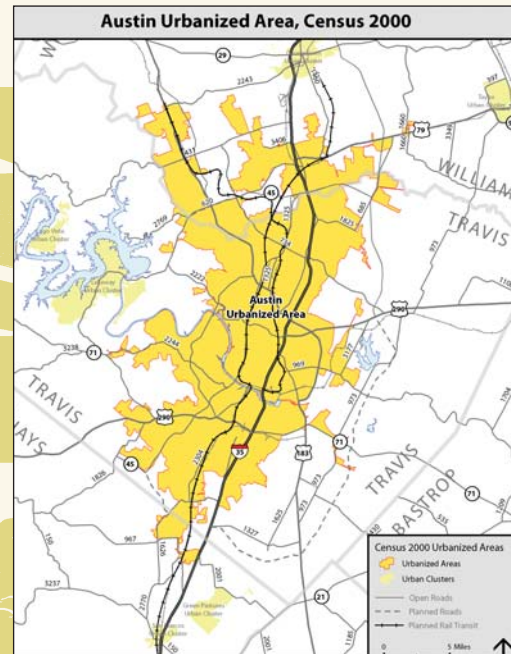
FAX: (512) 974-6385

E-mail: Stevie.Greathouse@campotexas.org

Web site: <http://www.campotexas.org>

Overview of Application Process

Date	Milestone
Oct 2011 - Jan 2012	Staff Available to Meet With Potential Applicants to Answer Questions
January 10, 2012	Grant Application Available
January 20, 2012	Pre-Application Workshop: 1:30-3 PM, One Texas Center, Room 325, 505 Barton Springs Road, Austin, 78704
February 24, 2012	Applications Due at 5 PM
February-March 2012	Technical Review and Scoring of Applications
April 2012	Presentation to CAMPO Policy Board / Public Hearing
May 2012	CAMPO Transportation Policy Board Final Decision and Project Awards



Announcement of Job Access Reverse Commute and New Freedom Grants for the Austin Urbanized Area

2010-2012

Capital
Area
RTCC



About the Programs

The Federal government, through the Federal Transit Administration (FTA), provides financial assistance to develop new transit systems and to improve, maintain, and operate existing systems.

- The FTA Job Access-Reverse Commute program supports projects relating to 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, and public transportation projects designed to transport residents of urbanized areas to suburban employment opportunities.
- The FTA New Freedom program supports projects that provide new public transportation services and public transportation alternatives that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services. In order to be eligible for New Freedom funds, the project must go above and beyond the service required by the Americans with Disabilities Act.

The Capital Area Metropolitan Planning Organization is soliciting project proposals for these grant programs within the Austin Urbanized Area. This competitive project selection process will award Federal funding that was authorized and apportioned for FY 2010 and FY 2011, as well as funding that is expected to be authorized and apportioned for FY 2012.

Funding Available to Austin Urbanized Area¹

	FY 2010	FY 2011	FY 2012 (est.)	Total
Job Access Reverse Commute	\$425,914	\$467,663	\$467,663	\$1,361,241
New Freedom	--	\$138,385	\$219,822	\$358,207
Total	\$425,914	\$606,048	\$687,486	\$1,719,448

¹ Excludes funding available for grant administration and coordination planning. FY 2010 funding must be obligated by October 1, 2012.

Who Can Apply

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

What Projects Are Eligible

- Project must serve the Austin Urbanized Area (see map)
- Sponsor and project operator must be able to certify that they meet all related FTA requirements.
- Proposal must meet minimum award threshold of \$50,000.
- Project must be consistent with the Regional Transportation Coordination Plan for the Capital Area in one of the following ways:
 - It must meet the goals of the plan, or
 - It must further one of the action items identified in the plan.

Visit www.capitalareaRTCC.org to download a copy of the Plan.

- **Job Access Reverse Commute program** funds are available for a wide range of project types including, but not limited to:
 - Developing new or expanded transportation projects or services that provide

- access to employment opportunities;
- Promoting public transportation by low-income workers, including the use of public transportation by workers with nontraditional work schedules;
- Promoting the use of transit vouchers for welfare recipients and eligible low-income individuals;
- Promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces;
- Subsidizing the purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
- Facilitating public transportation services to suburban employment opportunities.

- The **New Freedom** program funds are available for a wide range of project types that provide public transportation services and alternatives, beyond those required

by the ADA, that assist individuals with disabilities. These include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs.
- Providing paratransit services beyond minimum requirements (¾ 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.²
- Supporting voucher programs for transportation services offered by human service providers.
- Supporting volunteer driver and aide programs.
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies that provide transportation.



²NOTE: The ADA requires that any alterations or renovations to an existing facility must be accessible, whether it is a key station or not. See 49 CFR 37.43.