

2007-2009 JARC/New Freedom Requests

Easter Seals

Federal JARC/New Freedom Funds Requested: \$80,738.00

Easter Seals Central Texas proposes to use New Freedom funds to initiate a program that provides transportation services for its clients with disabilities in Travis and Williamson Counties to travel to and from the agency's Austin and Round Rock clinics to receive medical rehabilitation services. Some clients will receive taxi vouchers, and others may receive more benefit from a staff person going to their home or a child's school to pick them up in an accessible van. Parents will accompany minor children on the ride, whether it's provided by taxi or agency vehicle. Clients will generally receive round trips; however, others may not need two-way service. Most clients need to receive medical rehabilitation twice weekly for the therapy to be effective, and some remain in treatment for years. Transportation is a tremendous barrier to clients' maintaining their rehabilitation. As fuel prices continue to climb, more clients will be faced with canceling appointments simply because they cannot afford the twice weekly trip.

Foundation for the Homeless

Federal JARC/New Freedom Funds Requested: \$73,111.00

Foundation for the Homeless, Inc. proposes to start a Job Access Reverse Commute and New Freedom Work Mobility project between FFH's Day Resource Center (DRC), the congregations utilized as shelter for homeless families, day care and job sites in Travis and Williamson Counties. The target population includes families, parents in the Interfaith Hospitality Network Shelter (IHN) and Passages programs. Virtually all families served have incomes below 100% MFI; about half remain at 50% MFI or lower upon exit from IHN into stable housing even though they are working. The project will also improve access to IHN for family members with physical disabilities; previously these families could be accepted only if they had personal vehicles. Through this project, new accessible van services with additional runs and taxi vouchers will accommodate work schedules outside the scope of public transit or van hours.

Round Rock

Federal JARC/New Freedom Funds Requested: \$401,727.00

The City of Round Rock proposes start an Express Commuter Service (ECS) and Reverse Commuter Service (RCS) between Round Rock (RR) and Austin. Envisioned as a transit link between the Capital Metropolitan Transportation Authority's (CMTA) Tech Ridge Park & Ride, two RR park & rides and businesses along the SH45 corridor, the City now plans to extend a direct connection to downtown Austin from RR. Since fuel costs have increased, the

2007-2009 JARC/New Freedom Requests

ECS will meet higher transit demand and serve choice riders, as well as low-wage workers residing in RR, and reverse-commuters in Austin accessing employment in RR. The ECS will be coordinated with the local RCS to provide a shuttle link from the Tech Ridge Park & Ride to downtown RR and the businesses along the IH 35 and SH45 corridors. It will also interface with CMTA routes. Both services will operate weekdays, from 5:30 am to 10:00 am and 3:40 pm to 7:30 pm. This application requests needed supplemental JARC funding to the existing \$541,784 grant, which is sufficient to fund months 1- 22 of service. This proposal reflects the additional funds needed to fund months 23-36 of service. The costs reflect the additional service component of the ECS and updated assumptions regarding operating costs to reflect increases in the price of fuel in Year 3.

CARTS

Federal JARC/New Freedom Funds Requested: \$892,267.00

CARTS proposes to create the Del Valle Metro Connector, which introduces 3 feeder routes, addresses several of the RTCC priorities, and poses a solution to the lack of urbanized area job and medical service access from southeastern Travis County. Travis County does not have Capital Metro available throughout the county, and jurisdictional barriers prevent Metro from operating outside its service area. This part of Travis County exhibits demographics that need and use bus service, yet except for the limited CARTS paratransit service, there is no access to transit that would support work trip needs. CARTS proposes to provide service to this area using buses that will be similar to Metro buses. These buses will be operated on feeder routes connecting to other Metro routes, similar to the routes CARTS currently operates for Metro. The Del Valle Connector service will be blended into the other services that CARTS provides to Metro under the Interlocal Agreement (ILA) and will operate under the same terms as Metro services, except that the hourly rate will be paid using JARC/NF funds, rather than Metro service area-restricted funds. CARTS and its sponsor partners will be responsible for the local match.