

JARC PROPOSALS MAY-JUNE 2009 SOLICITATION

Applicant	Project Description	Project Type	Requested	Match	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners	Implementation	Regional Potential	Other
128 Business Council	Operate shuttle bus services linking businesses, educational, and health institutions in the South Street Corridor in Waltham with the Fitchburg and Framingham commuter rail lines as well as the MBTA Green Line. This service will also connect with existing 128 Business Council shuttles.	Operating	\$80,850	Funds from partners	Service workers (usually low-income) at Brandeis University, Children's Hospital, and office parks, low-income apartment dwellers, individuals living in the Moody Street area of Waltham to get to/from Green Line.	Waltham, Newton, other communities in the MBTA service area	Regional connections. Currently, no connection from the Green Line to the Waltham area and no connection to Framingham commuter rail line.	MBTA, MWRTA, service agencies	Waltham/West Suburban YMCA (letter). Brandeis University (letter), Children's Hospital, Berkley Investments (apartment complex/office park (letter), Charlesgate Apartments, Longview Apartments	The service will be sub-contracted to an ICC-licensed carrier, utilizing an accessible vehicle. Prior to implementation, all local service agencies will participate in a training session to ensure they have the tools to explain how the service works.	Yes	
Greater Attleboro-Taunton RTA (Received a JARC grant in 2008 to provide additional transit service to low-income workers in Franklin and Bellingham)	Run a peak period shuttle from Pembroke to the Kingston commuter rail line to enhance opportunities for people to access employment and training. The service would be subscription call-in on a first come, first served basis.	Operating	\$24,000	MBTA Assessment	Does not specify	Pembroke	Regional connections		Pembroke	Will solicit a request for proposals to operate the service if the town is not in a position to provide the services.	No	Shuttle service is not reverse commute and does not necessarily serve those with low incomes
MetroWest RTA (Received a JARC capital grant in 2008 to buy vehicles for this service)	Provide funds for the portion of second year service not funded by the MPO's Suburban Mobility program for the Route 1 Green Line Shuttle. This service links the MetroWest region to the MBTA service area via the Woodland Green Line station. Stops include the Newton-Wellesley Hospital, the Natick Collection shopping mall, and the Flutie Pass park and ride lot.	Operating	\$140,000	State contract assistance	Low-income workers in both the MWRTA and MBTA service areas. Reverse commuters from the MBTA service area to the MWRTA service area	MWRTA and MBTA regions	Fills service gap between Framingham and the MBTA Green Line, reverse commute. Improves access to existing services and intermodal connections.	MBTA, MWRTA	MetroWest Chamber of Commerce (letter), MetroWest Growth Management Committee (letter)	The service began in March 2009. Funding will allow the agency to continue full operations for a second year.	Yes	
TOTAL REQUESTED			\$244,850									
TOTAL BOSTON UZA BUDGET			\$939,657									

NEW FREEDOM PROPOSALS MAY-JUNE 2009 SOLICITATION (page 1 of 4) (Note that mobility management is defined by law as an eligible capital expense)

Applicant	Project Description	Project Type	Requested	Match	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners	Implementation	Regional Potential	Other
Cape Ann Priority, Inc (CAPI)	Will institute automobile transportation for seniors and people with visual impairments through the Independent Transportation Network (ITN) service model. (ITN is FTA's model for economically sustainable senior transportation.) CAPI will be the first ITN affiliate in Massachusetts and will address the transportation needs by providing service twenty-four hours a day, seven days a week with a 20-minute response time to members. (Hannaford Market has agreed to subsidize trips to its locations.) The service area will include communities in the Boston and Merrimack Valley MPOs. Two-year grant period. Seeking \$3.6 million in federal Stimulus funds.	Operating	\$217,309	ITNAmerica (dependent on completed affiliation process), volunteers	Elderly and visually impaired	Boston Region MPO: Gloucester, Ipswich, Rockport, Manchester, Essex, Wenham, Danvers, Beverly, Peabody, Marblehead, Salem, Hamilton Merrimack Valley MPO: Newburyport, Rowley, Boxford	Expanded service coverage and hours over existing services. New model for service for this population	ITNAmerica	ITN America, North Shore Elder Services, Beverly Council on Aging, Eldercare Inc.	Relies on CarTrade and car donations to provide vehicles for service	Yes	Has not completed the ITNAmerica Affiliation. No local endorsement letters.
Cape Ann Transportation Authority	Acquire web-based brokerage technology and other software capabilities to improve existing human service transportation management and coordination among both vendors and customers.	Capital	\$75,000	CATA and HB Software Solutions in-kind services	Elderly, individuals with disabilities	Boston Region MPO: Essex, Gloucester, Ipswich, and Rockport. Merrimack Valley MPO: Amesbury, Andover, Boxford, Georgetown, Groveland, Haverhill, Lawrence, Merrimac, Methuen, Newbury, Newburyport, North Andover, Rowley, Salisbury, West Newbury	Improved communication. CATA currently has no secure, web-based system to communicate with vendors which sometimes leads to an increase in the number of trip rejections and cancellations	Vendors who provide services to the clients of CATA's brokerage.	HB Software Solutions, a software company that developed the existing brokerage system and will make sure the web-based technology effectively functions with existing software.	Select a vendor through an RFP, interface with brokerage software, implement.	Yes	
Cape Ann Transportation Authority	Install five kiosks providing information on transit, paratransit, and taxi services for tourists, seasonal workers, and the general public within the service area. The kiosks give information on transit services to the traveling public at intermodal connection points	Capital	\$81,000	CATA and HB Software Solutions in-kind services	Elderly, individuals with disabilities, tourist populations, seasonal workers during tourist season	(See above)	Provide information		HB Software Solutions	Select a vendor through an RFP, interface with brokerage software, implement.	Yes	

NEW FREEDOM PROPOSALS MAY-JUNE 2009 SOLICITATION (page 2 of 4)

Applicant	Project Description	Project Type	Requested	Match	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners	Implementation	Regional Potential	Other
Greater Attleboro-Taunton RTA (2008 grant recipient to provide service in Duxbury and Marshfield)	Expand weekday demand response service hours and institute limited Saturday service for the elderly and people with disabilities in Pembroke.	Operating	\$52,895	MBTA assessment	Senior citizens and people with disabilities	Pembroke	Expanded hours and days of service	GATRA Consumer Advisory Committee	Town of Pembroke, Pembroke Council on Aging, Pembroke Veteran's Affairs	No set implementation plan. If they receive funds, will see if the town can operate, if not, will develop an RFP for operating the service	No	
Greater Lynn Social Services, Inc	Develop a regional mobility management capability to assist elders and adults with disabilities who are not able to access para-transit services or for whom para-transit services are not available to more fully participate in the community. Funding is requested to: (1) Develop a strategy for addressing barriers and gaps within the service area (Lynn, Lynnfield, Nahant, Saugus, and Swampscott) (2) Develop transportation options for traveling from the GLSS service area to communities in the catchment area of Beverly, Danvers, Marblehead, Peabody, Salem, Melrose, Wakefield, North Reading, and Reading. (3) Develop a coordinated plan for managing mobility among service areas, including communities served by GLSS and a pilot area (Stoneham, Melrose, and Wakefield) served by Mystic Valley Elder Services.	Capital	\$144,219	In-kind services, equipment	Senior citizens and people with disabilities	Core Area: Lynn, Lynnfield, Nahant, Saugus, Swampscott, Catchment Area: Beverly, Danvers, Marblehead, Melrose, North Reading, Peabody: Pilot Area: Stoneham, Melrose, and Wakefield	Expanded coverage area, Improved mobility management and existing services, and travel training.	Mystic Valley Elder Services, Aging Services Access Points, Councils on Aging	North Shore Independent Living Center (letter), Mystic Valley Elder Services (letter), Elder Service Plan of the North Shore (letter), North Shore Career Center (letter), North Shore Medical Center (letter), North Shore Elder Services, ADRC of the Greater North Shore	During a twelve-month period, GLSS will: perform a community assessment; update and catalog transportation options; develop a community education plan and a traveler counselor curriculum; install a centralized phone line; and implement and assess the pilot program.	Yes	Serves people who are not covered by other programs; coordinates services across borders; has local support.
Human Service Transportation Office, Executive Office of Health and Human Services	Conduct an in-depth evaluation and planning study of Massachusetts' Human Services Transportation regional brokerage system and ways to integrate additional coordination and mobility management strategies to address barriers and unmet transportation needs for people with disabilities and/or low income, and elders.	Capital	\$96,000	In-kind staff support	Low-income, people with disabilities	Statewide (Over one-third of trips are made by individuals who live within the Greater Boston area.).	Reduced duplication of services through coordination, mobility management		MassHealth (letter), Department of Mental Retardation (letter), Department of Public Health, RTAs, Executive Office of Elder Affairs (letter), Mass. Disability Employment Initiative (letter)	Will develop a request for proposals and hire a consultant to perform the evaluation over a six-month period.	Yes	

NEW FREEDOM PROPOSALS MAY-JUNE 2009 SOLICITATION (page 3 of 4)

Applicant	Project Description	Project Type	Requested	Match	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners	Implementation	Regional Potential	Other
MetroWest RTA	Fund a mobility manager for a three-year period to improve efficiency and utilization of existing services. The manager will oversee the transition from THE RIDE services to services established by the MWRTA. Manager will identify and implement system improvements, including the development of subscription services, which will provide regularly scheduled trips to locations of high utility to those with disabilities. A subscription service will increase the number of riders per trip and will reduce the need to transfer from the MWRTA system to the MBTA system.	Capital	\$200,000	State contract assistance (state RTA funding)	Individuals with disabilities	MWRTA and MBTA service areas	Mobility management including Improved communications, travel training, reduced duplication of services through coordination, improved intermodal connections.	MBTA, MWRTA	MetroWest Center for Independent Living (letter)		Yes	MWRTA took over THE RIDE contract on July 1, 2009. The level of service riders receive has changed. Riders now need to transfer to THE RIDE to reach destinations within the MBTA service area. Manager will help ease the transition.
Mystic Valley Elder Services (Received a grant in 2008 for new and expanded access to demand-response transportation for older adults and adults with disabilities. The grant included research and planning for the service that this year's request will help to implement.)	Through the Mystic Valley Connect-A-Ride Alliance, provide new and expanded demand response transportation to older adults and adults with disabilities. Will implement the "Call A Ride" Mobility Management Model whereby an individual calls a central number to schedule trips rather than calling several numbers to find available service. A mobility manager will explain available options. A sedan will be dedicated to the pilot area. Will Launch <i>TRIP Greater North Shore</i> , to supplement existing transportation resources by reimbursing operating costs for volunteers to drive individuals who cannot access available transportation and can no longer drive (24 hours a day, seven days a week) to the rider's chosen destination in the Melrose, Wakefield, and Stoneham service area.	Capital	\$129,107	Boston Foundation, MVES and/or other Alliance member unrestricted corporate reserves.	Low-income, elderly, individuals with disabilities	Everett, Malden, Medford, Melrose, Reading, North Reading, Stoneham, and Wakefield	Increased service hours and coverage, improve communications, travel training, mobility management.	GLSS	Councils on Aging in member communities, GLSS, SCM Transportation, Independent Living Center of the North Shore and Cape Ann (letters from all partners)	Implement a Call-A-Ride Mobility Management Model in Melrose, Wakefield, and Stoneham communities. The goal is to have these communities call a central number when their existing community transportation resources are unable to meet the requested transportation needs. Launch TRIP Greater North Shore, which will supplement existing transportation resources in the region by reimbursing volunteers to transport individuals who are unable to access available transportation resources and are no longer able to drive. This program will initially be piloted in Melrose, Stone, Wakefield, and North Reading.	Yes	Coordinates services across service areas.

NEW FREEDOM PROPOSALS MAY-JUNE 2009 SOLICITATION (page 4 of 4)

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New England Chapter Paralyzed Veterans of America (Received a grant in 2008 to purchase one accessible vehicle. Wanted to buy two.)	To purchase and operate an accessible vehicle for medical appointments and NEPVA activities at a reduced charge or no charge. Transportation programs currently provided to veterans are mostly non-accessible vehicles, they must pay for services provided by either THE RIDE, if available, taxi services, or private ambulance services.	Capital, Operating	\$84,000	In-kind services	Veterans with disabilities	Boston, New England	Increased service coverage and fills service gap with accessible vehicles for target population	Looking to coordinate with Voluntary Services at VA medical centers in Jamaica Plain and West Roxbury		Possible service area: Walpole, West Roxbury, Boston	Yes	
TOTAL REQUESTED			\$1,079,530									
TOTAL BOSTON UZA BUDGET			\$996,912									

After Deadline

Applicant	Project Description	Project Type	Requested	Match	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners	Implementation	Regional Potential	Other
Bill's Taxi Service, Inc (Proposal arrived on June 30, 2009, two workdays after the deadline)	To buy four accessible minivans to provide 24 hours a day, seven days a week service without reservations to fill in gaps in transportation for people with disabilities. Currently has one accessible vehicle.	Capital	\$92,000	In-kind services	Individuals with disabilities	Boston Urbanized Area	Increased service hours, expanded service coverage, improved accessibility of existing services		None	Bill's is an established company. Could integrate new vehicles into existing fleet.	Yes	