

## MEMORANDUM

To: CDTC Regional Transportation Coordinating Committee  
From: Ross Farrell, CDTA Director of Planning  
Date: January 22, 2013  
Subject: JARC Program

---

### Overview

The following is a proposal to reprogram CDTA's use of the Job Access Reverse Commute (JARC) funding to have a greater benefit on mobility in the Capital Region and better implement the goals and objectives of the Coordinated Public Transit – Human Services Transportation Plan (CPTHSTP).

### Summary of Adjustments

Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and support reverse commute projects. CDTA's JARC program currently funds four Travel Trainers, a Mobility Manager, and Safety Net Taxi Brokerage service.

Over the past six years of administering the program in its current form, we continually build upon what works and what is most effective, and this year is no exception. With that, CDTA can now even more efficiently align activities with the goals of the JARC program. We are confident that by not "tying" specific travel trainers to specific counties, economies of scale can be leveraged and effectively the same results (or better) can be achieved with just two travel trainers. As such, a dedicated Mobility Manager position will not be required to manage to work either. We propose eliminating these three positions, and using the cost savings to enhance existing service by providing additional travel options to the customers that need it most, at the times they need it most.

### Proposed JARC Program

The current JARC program provides an important function and it is clear it can meet its goals with reduced staff, while increasing the scope of the program to have a greater impact on improving mobility in the region. As outlined above, we propose supporting only two travel trainers, and reallocating the savings by enhancing service using the CPTHSTP as guidance. Service will be allocated based on the following criteria (*with specific needs addressed in the CPTHSTP or the FTA directive identified in parenthesis*):

- Improve connections between aging and low-income neighborhoods and suburban employment centers (*certain trip purposes are not well served*)
- Increase service outside of the traditional work schedules (*mid-day, late night, and weekend coverage*)
- Fill gaps in current service that CDTA is unable to fund independently, as these are not at times of highest ridership (*facilitate provision of public transport to suburban employment centers*)
- Allocate service with the highest potential for increased ridership (*expand fixed-route public transit routes*)
- Impact as many counties and municipalities as possible (*geographic coverage*)
- Impact as much of the target ridership as possible (*transport low-income individuals to and from jobs and activities related to their employment and support reverse commute projects*)

Specifically, CDTA will

- Increase night service on weekdays and weekends; implement improved frequencies. This will support:
  - Access to major employment centers with non-traditional work schedules
  - Access from major cities of Albany, Schenectady, and Troy and their lower income neighborhoods
  - Increasing in span of service during outside of traditional commute hours
  - Maintaining high frequency beyond traditional work hour schedules