

**OKLAHOMA CITY URBAN AREA  
JOB ACCESS AND REVERSE COMMUTE (JARC)  
AND NEW FREEDOM FUNDS  
INFORMATION AND APPLICATION INSTRUCTIONS**

Association of Central Oklahoma Governments  
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## BACKGROUND

The current Federal legislation which authorizes funding for transportation is the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users*, known as SAFETEA-LU. SAFETEA-LU requires the establishment of a locally developed, Coordinated Public Transit-Human Services Transportation Plan for all Federal Transit Administration (FTA) human service transportation programs: Section 5310 Elderly and Individuals with Disabilities Program, Section 5316 Job Access and Reverse Commute (JARC) Program, and Section 5317 New Freedom Program.

The *Oklahoma City Urban Area Coordinated Public Transit-Human Services Transportation Plan* (Coordinated Plan) was developed by the Central Oklahoma Transportation and Parking Authority (COTPA). COTPA worked with human service agencies, public and private transit providers, and the general public to identify gaps and inefficiencies in the current transit service system. Six issue areas are included in the Coordinated Plan: funding issues, services beyond ADA, connections to employment centers, improvements related to safety and security, improvements in coordination, and other miscellaneous improvements. The Coordinated Plan was received by the COTPA Board of Directors on October 5, 2007, and endorsed by the Association of Central Oklahoma Governments (ACOG), the Metropolitan Planning Organization (MPO) for Central Oklahoma, on November 29, 2007.

Consistent with a Memorandum of Understanding (MOU) between ACOG and COTPA, COTPA has been approved by the Governor of Oklahoma to serve as the designated recipient of the JARC and New Freedom funds apportioned to the Oklahoma City Urbanized Area, and ACOG will oversee the competitive selection process for project selection and funding, consistent with FTA Circulars 9045.1 and 9050.1.

Section 5310 funds are administered by the Oklahoma Department of Human Services (DHS), Aging Services Division. The Sec. 5310 funds are apportioned statewide and eligible projects are selected through a separate competitive selection process. This program is addressed in the *Oklahoma Locally Coordinated Public Transit-Human Services Transportation Plan*, which was developed by the Oklahoma Department of Transportation (ODOT), Transit Programs Division, and finalized in January 2008.

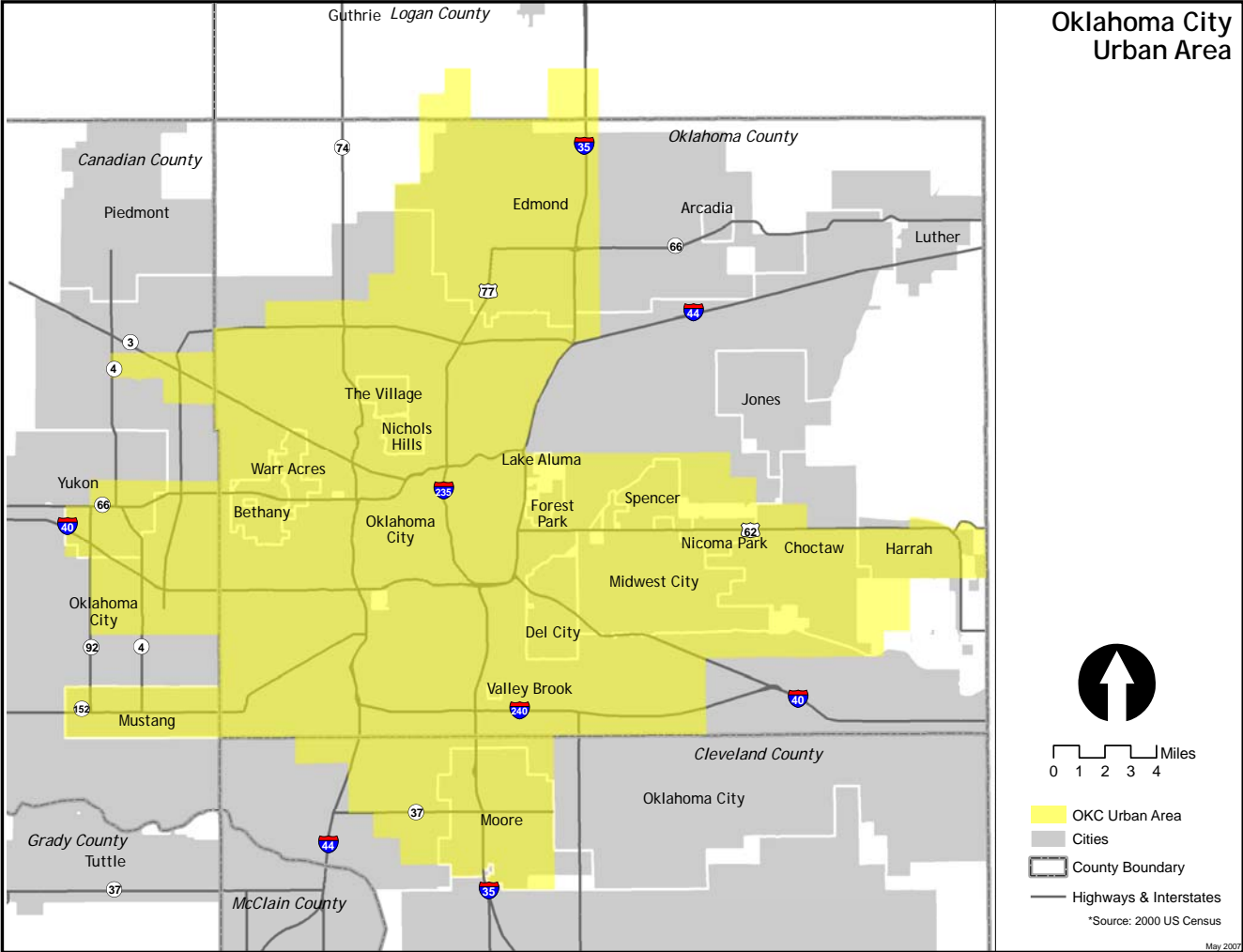
## PROGRAM GEOGRAPHY

Federal funding for the JARC and New Freedom programs is distributed according to the following geographic areas:

- Large urbanized areas - 200,000+ population  
(in Oklahoma this includes the Oklahoma City and Tulsa metropolitan areas)
- Small urbanized areas - 50,000-199,999 population  
(in Oklahoma this includes Norman and Lawton)
- Remainder of the state (all areas less than 50,000 population)

As reflected above, the 2000 Census resulted in the delineation of two urbanized areas (UZAs) within Central Oklahoma: the Oklahoma City UZA and the Norman UZA. Although both UZAs are included within ACOG's transportation planning boundary (known as the Oklahoma City Area Regional Transportation Study area) and their populations were combined in Sec. 6016 of

SAFETEA-LU for highway funding purposes, the FTA recognizes and funds the two UZAs separately. Therefore, the *Oklahoma City Urban Area Coordinated Public Transit-Human Services Transportation Plan* developed by COTPA addresses the portion of the Oklahoma City Urban Area north of Indian Hills Road (South 179<sup>th</sup> Street) only. The Norman Urban area is included in the statewide Coordinated Plan and subject to a separate competitive selection process, both developed by ODOT. Close coordination between the two Plans, their service needs, and funding requests will be a priority. The portion of the Oklahoma City Urban Area covered by these selection criteria is reflected below.



## JOB ACCESS AND REVERSE COMMUTE PROGRAM ACTIVITIES

The goal of the Job Access and Reverse Commute (JARC) program is to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals, and to transport residents of urbanized and non-urbanized areas to suburban employment opportunities. According to FTA Circular 9050.1, eligible projects may include, but are not limited to:

- Late-night and weekend service;
- Guaranteed ride home service;
- Shuttle service;
- Expanding fixed-route public transit routes;
- Demand-responsive van service;
- Ridesharing and carpooling activities;
- Transit-related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals that bicycle a portion of their commute or providing bicycle storage at transit stations);
- Local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides;
- Promotion, through marketing efforts, of the:
  - use of transit by workers with non-traditional work schedules;
  - use of transit voucher programs by appropriate agencies for welfare recipients and other low-income individuals;
  - development of employer-provided transportation such as shuttles, ridesharing, carpooling; or
  - use of transit pass programs and benefits under Section 132 of the Internal Revenue Code of 1986;
- Supporting the administration and expenses related to voucher programs. This activity is intended to supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment to providers of alternative transportation services. The JARC program can provide vouchers to low-income individuals to purchase rides, including (1) mileage reimbursement as part of a volunteer driver program, (2) a taxi trip, or (3) trips provided by a human service agency. Providers of transportation can then submit the voucher to the JARC project administering agency for payment based on pre-determined rates or contractual arrangements. Transit passes for use on fixed route or Americans with Disabilities Act of 1990 (ADA) complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/local) match;

- Acquiring Geographic Information System (GIS) tools;
- Implementing Intelligent Transportation Systems (ITS), including customer trip information technology;
- Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions;
- Deploying vehicle position-monitoring systems;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool van routes or service from urbanized areas and non-urbanized areas to suburban work places;
- Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
- Otherwise facilitating the provision of public transportation services to suburban employment opportunities;
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive JARC funding to support the administrative costs of sharing services it provides to its own clientele with other low-income individuals and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:
  - The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
  - Support for short term management activities to plan and implement coordinated services;
  - The support of State and local coordination policy bodies and councils;
  - The operation of transportation brokerages to coordinate providers, funding agencies and customers;
  - The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
  - The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and

- Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

Full JARC Program Guidance can be found at the following link:

[http://www.fta.dot.gov/laws/circulars/leg\\_reg\\_6623.html](http://www.fta.dot.gov/laws/circulars/leg_reg_6623.html)

## NEW FREEDOM PROGRAM ACTIVITIES

The purpose of the New Freedom program is to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act of 1990. This can include expanded services and new services that did not exist prior to August 10, 2005.

According to FTA Circular 9045.1, the following activities are examples of projects meeting the definition of new public transportation services beyond the ADA:

- Enhancing paratransit beyond minimum requirements of the ADA:
  - Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA;
  - Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services;
  - The incremental cost of providing same day service;
  - The incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system;
  - Enhancement of the level of service by providing escorts or assisting riders through the door of their destination;
  - Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA and labor costs of aides to help drivers assist passengers with over-sized wheelchairs. This would permit the acquisition of lifts with a larger capacity, as well as modifications to lifts with a 600 lb design load, and the acquisition of heavier-duty vehicles for paratransit and/or demand-response service; and
  - Installation of additional securement locations in public buses beyond what is required by the ADA.
- Feeder services. New “feeder” service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.
- Making accessibility improvements to transit and intermodal stations not designated as key stations. Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are clearly intended to remove barriers that would otherwise have remained. New Freedom funds are eligible to be used for new accessibility enhancements that remove barriers to individuals with disabilities so they may access greater portions of

public transportation systems, such as fixed-route bus service, commuter rail, light rail and rapid rail. This may include:

- Building an accessible path to a bus stop that is currently inaccessible, including curbcuts, sidewalks, accessible pedestrian signals, or other accessible features,
  - Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA,
  - Improving signage, or wayfinding technology, or
  - Implementation of other technology improvements that enhance accessibility for people with disabilities including Intelligent Transportation Systems (ITS).
- Travel training. New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.

The following activities are examples of projects that are eligible as new public transportation *alternatives* beyond the ADA under the New Freedom Program:

- Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs. New Freedom funds can be used to purchase and operate accessible vehicles for use in taxi, ridesharing, and/or van pool programs provided that the vehicle has the capacity to accommodate a passenger who uses a “common wheelchair” as defined under 49 CFR 37.3, at a minimum, while remaining in his/her personal mobility device inside the vehicle, and meeting the same requirements for lifts, ramps and securement systems specified in 49 CFR part 38, subpart B.
- Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers. This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Only new voucher programs or expansion of existing programs are eligible under the New Freedom Program. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The New Freedom Program can provide vouchers to individuals with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on pre-determined rates or contractual arrangements. Transit passes for use on existing fixed route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/Local) match.
- Supporting new volunteer driver and aide programs. New volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, and other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of new enhancements to increase capacity of existing

volunteer driver programs are also eligible. FTA notes that any volunteer program supported by New Freedom must meet the requirements of both “new” and “beyond the ADA.” FTA encourages communities to offer consideration for utilizing all available funding resources as an integrated part of the design and delivery of any volunteer driver/aide program.

- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive New Freedom funding to support the administrative costs of sharing services it provides to its own clientele with other individuals with disabilities and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:
  - The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
  - Support for short term management activities to plan and implement coordinated services;
  - The support of State and local coordination policy bodies and councils;
  - The operation of transportation brokerages to coordinate providers, funding agencies and customers;
  - The provision of coordination services, including employer-oriented Transportation Management Organizations’ and Human Service Organizations’ customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
  - The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
  - Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System Technology, coordinated vehicle scheduling, dispatching, and monitoring technologies, as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

Full New Freedom Program Guidance can be found at the following link:  
[http://www.fta.dot.gov/laws/circulars/leg\\_reg\\_6624.html](http://www.fta.dot.gov/laws/circulars/leg_reg_6624.html)

## ELIGIBLE SUBRECIPIENTS

There are three categories of eligible subrecipients of JARC and New Freedom funds:

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

Eligible subrecipients must be located/operate within the Oklahoma City Urban Area boundaries reflected in the figure on Page 2 of this document.

## MATCHING REQUIREMENTS

JARC and New Freedom funds may be used to finance capital, planning, and operating expenses. The federal share of eligible capital and planning costs may not exceed **80 percent** of the net cost of the activity. The federal share of the eligible operating costs may not exceed **50 percent** of the net operating cost of the activity.

Thus, the local share of eligible capital and planning costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs. The local share must be provided from sources other than federal DOT funds such as state or local appropriations, other non-DOT federal funds, dedicated tax revenues, private donations, revenue from human service contracts, toll revenue credits, and net income from advertising and concessions. Fare box revenue may be used to reduce the net project cost, but cannot be used as local matching funds.

For vehicle-related equipment and facilities required by the Clean Air Act (CAA) or the ADA, the federal share may be increased to **90 percent**. The 90 percent federal share is applicable only to the cost of the equipment or facility required by the CAA or ADA, not the entire cost of the vehicle or facility.

## LABOR REQUIREMENTS

This is the third cycle of solicitations of interest for Federal Transit Administration Job Access Reverse Commute (JARC) and New Freedom funds. In the first cycle, it was learned that certain labor protection requirements normally applied to unionized transit agencies would apply to the JARC funds, but not to the New Freedom funds. The labor protection requirements (Section 5333(b) of Title 49 of the U.S. Code, Chapter 53) include provisions such that employees of non-transit agencies could assert their rights to union wages, fringe benefits, work rules and requirements that would compel non-union employers to enter into a collective bargaining agreement. The labor protection requirements are administered by the U.S. Department of Labor. It is advised that any applicant considering applying for JARC funds be aware that the U.S. Department of Labor could assert that labor protections apply, including but not limited to those protections stated above. Questions should be directed to ACOG who will refer them to a resource that can provide additional information.

## JARC AND NEW FREEDOM SELECTION COMMITTEE

A committee of individuals representing agencies that assist low income and disabled citizens within Central Oklahoma will review applications for JARC and New Freedom funds and will select projects for funding according to the project eligibility criteria and numerical evaluation criteria listed below. The following agencies are represented on the Selection Committee:

Community Action Agency of Oklahoma County  
Latino Community Development Agency  
Mayor's Committee on Disability Concerns  
Office of Disability Concerns  
OK Dept. of Human Services, Aging Services  
OK Dept. of Rehabilitation Services  
OK Dept. of Transportation (ODOT), Transit Programs Division  
Paralyzed Veterans of America  
United Way of Oklahoma  
United We Ride  
Urban League of Greater OKC

The Committee reserves the right to ask a project sponsor for supplemental information in order to clarify a project request. The Committee also reserves the right to deny funds to any project that does not meet the minimum project eligibility requirements and evaluation criteria. Following selection of JARC and New Freedom projects by the Committee, ACOG will add the approved projects to the OCARTS Area Transportation Improvement Program (TIP) and will forward the projects to ODOT for inclusion in the Statewide Transportation Improvement Program (STIP).

## PROJECT ELIGIBILITY CRITERIA

In order for a project to be considered for funding, the following minimum requirements must be met before the project will move on to the numerical scoring process:

- The project must be eligible for JARC or New Freedom program funding under FTA guidelines.
- The project must avoid duplication of existing transportation services or programs.
- The project must meet the cost matching percentage requirements.
- The project must list the sources and amounts of local match funds.
- The local match funds must be provided from appropriate sources (sources other than Federal Department of Transportation funds).
- The project application must include a comprehensive project budget including capital and/or operational costs, anticipated revenues, and anticipated expenses.
- The project application must include a resolution approved by its governing body supporting the project proposal and guaranteeing availability of the local matching funds.

- The project must be located in the Oklahoma City Urban Area boundaries reflected in the figure on Page 2.
- The project must be consistent with at least one action identified in the *Oklahoma City Urban Area Coordinated Public Transit-Human Services Plan*.
- The project must serve the targeted population groups—low income individuals and/or reverse commuters for JARC funds, or individuals with disabilities for New Freedom funds—defined by Federal Guidance:
  - *Eligible Low-income Individual*: Refers to an individual whose family income is at or below 150 percent of the poverty line (as that term is defined in Section 673(2) of the Community Services Block Grant Act (42 U.S.C 9902(2)), including any revision required by that section) for a family of the size involved.
  - *Reverse Commute Project*: Refers to a public transportation project designed to transport residents of urbanized areas and other than urbanized areas to suburban employment opportunities.
  - *Individual With a Disability*: The term “individual with a disability” means an individual who, because of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use effectively, without special facilities, planning, or design, public transportation service or a public transportation facility (49 U.S.C. 5302(a)(5)).
- All of the organizations involved must be eligible to receive federal funds. (None of the organizations or individuals involved may be barred by the Excluded Parties List System, available for searching at <http://epls.gov>).

## NUMERICAL EVALUATION CRITERIA FOR PROJECT SELECTION

Projects that meet the initial eligibility requirements will be numerically evaluated to rank them for funding priority. A project may score a maximum of 56 points. There is no minimum cutoff to receive funding, but projects will be awarded funding starting with the project that scores highest. The following information and scoring criteria will be used to rate project applications for JARC and New Freedom funds:

### 1) Project Budget/Funding

All project applications must include a comprehensive project budget including capital and/or operational costs, as well as anticipated revenues and expenses. The budget will be rated on quality and comprehensiveness, and may receive from 0 to 3 points.

*Please note that separate applications are required for the capital and operating portions of a project if both are being requested.*

Matching funds are required for all applications. The federal share from JARC and/or New Freedom funds may not exceed 80% for capital activities and 50% for operating activities. A 90% federal share may be requested for vehicle-related equipment and facilities required by the Clean Air Act (CAA) or the Americans with Disabilities Act (ADA). Overmatching funds is permissible and encouraged. Overmatching will improve the project score by up to 3 points, as shown in the table below:

Capital Projects Federal Share Requested	Operating Projects Federal Share Requested	Points
80%	50%	0
65.1-79.9%	40.1-49.9%	1
45.1-65%	30.1-40%	2
45% or less	30% or less	3

The limited JARC and New Freedom funding available necessitates that applicants identify other sources of funding to sustain operations in future years. Projects that have demonstrated the ability to provide ongoing funding that will continue or maintain the project after the original grant is expended will be awarded 4 points. If the proposal demonstrates that no additional funding is needed (as could be the case for some capital projects) the project will also receive 4 points. Projects that have shown that ongoing funding is planned and/or possible, but have not fully demonstrated its availability, will be awarded 2 points. Projects that will need ongoing funding, but have not shown any plan or possibility for this funding, will be awarded 0 points.

### 2) Performance Plan

All projects must have a performance plan, including a timeline which details project start and end dates, milestones, and/or implementation steps. The timeline should be realistic and specific. The performance plan should also explain marketing and outreach efforts, and/or how eligible users will find out about the project. Projects can earn up to 8 points for the quality of their performance plan.

### 3) Overall Feasibility

The overall feasibility of each project will be examined to determine if the applicant has demonstrated the ability to implement and administer the proposed project. Projects will earn points based on the applicant's institutional capacity to manage the project, experience providing and/or coordinating transportation or related services for the population to be served, and history of managing transportation funds and/or grant funds. The maximum score is 6 points.

### 4) Responsiveness to Issues in the Coordinated Plan

Projects that address multiple issues will make better use of limited funding and will score higher. This criterion considers how many issues a project addresses (there is a total of six). Each issue addressed can earn up to 3 points with a maximum of 18 points possible.

The six issues are listed in Chapter XII, *Transportation Needs and Strategies*, of the *Oklahoma City Urban Area Coordinated Plan* and are listed below. Each issue is further defined in the Coordinated Plan by specific needs and potential strategies identified in the planning process, and may be viewed online at:

<http://www.acogok.org/Newsroom/Downloads07/okcurbancoordinatedplan.pdf>

#### Identified Public Transportation Issues:

- New Funding
- Additional Service Beyond ADA
- Connections to Employment Related Destinations
- Improvements Related to Safety and Security
- Improvements in Coordination
- Miscellaneous Improvements

An example of a project that addresses more than one issue could be a project that uses private sector matching funds (New Funding) to provide new transportation service to a major employer (Connection to Employment Related Destination).

### 5) Improved Coordination

This criterion is defined by multiple jurisdictions, agencies, and/or stakeholder organizations actively participating to address a transportation need. A score will be awarded for a project based on the number of partners it has. A partner is defined as an entity that collaborates in the delivery of a service or improvement through program planning, operations, communication, or funding. It does not include entities that will receive a service or benefit from an improvement.

Two points are awarded for each funding partner, and one point is awarded for each partner in planning, operations, and/or communication. If an applicant acts independent of other agencies, then no points would be awarded in this criterion category. The maximum number of points available for this criterion is 5, although there is no limit to the number of partners that a project may have.

### 6) Cost/Benefit Analysis

With the limited amount of funding available to the Oklahoma City Urban Area, use of funds should occur in an efficient manner and offer the greatest benefit possible to the populations the programs are designed to serve. Applicants must estimate the total number of individuals with disabilities, reverse commuters, and/or low income individuals that the project will serve,

and the percentage of the Oklahoma City Urban Area (see map on page 2) population of individuals with disabilities, reverse commuters, and/or low income individuals that the project will serve.

The amount of federal funds requested from the JARC and/or New Freedom program will be used to determine the cost/benefit ratio.

For example, a proposal for an operating project to expand paratransit service beyond the Zone One service area could have a budget of \$100,000 per year to operate, of which \$50,000 comes from federal funds and \$50,000 comes from local matching funds. If the estimated ridership (people served) for that year is 1,500, the ratio would be \$50,000 federal funds/1,500 people, or \$33 per individual served.

Proposals will be scored based on the total number of eligible requests received and their cost effectiveness in relation to the other projects. If four projects are received, the one with the highest cost/benefit score will receive 9 points and the one with the lowest cost/benefit score will receive 6 points. The maximum number of points possible is 9.

#### APPLICATION DEADLINE

Applications for JARC and New Freedom funds will be accepted through **Friday, March 26, 2010**. To finance this call for projects, ACOG has combined the FFY 2009 FTA apportionment to the Oklahoma City Urbanized Area with the portion of the FFY 2008 apportionment that remains from a previous call for projects. Ten percent of all apportionments has been deducted for program administration.

	JARC	New Freedom
FY 2008	0	51,703
FY 2009	512,725	264,452
<b>Total Available</b>	<b>\$512,725</b>	<b>\$316,155</b>

The completed application should be turned in to:

Association of Central Oklahoma Governments

Attn: Kara Chiodo

21 East Main Street, Suite 100

Oklahoma City, OK 73104

[kchiodo@acogok.org](mailto:kchiodo@acogok.org)