Grant Selection Process Report

Legal Applicant:	**ITN America**	**Program name:**	**ITNCountry Maine**
Recommendation:	**Do Not Fund**		
Reviewers:	**Laflin, Young**		

Grant Category:	☒ Other Competition - VGF	**Performance Period:**	☒ Initial ☐ 6 month review
Type:	☒ Cost Reimbursement	**Start/End Date:**	[4-1-2018] to [9-30-2019]
Focus Area:	☒ Aging In Place ☐ Food Security & Supports ☒ Transportation Services	**Fed Priority Area(s):**	Capacity Building

Request for New Resources

			CNCS	Local
New CNCS Funds:	**$30,000**	**Cost sharing proposed**	32.2%	67.8%
Match Committed:	$78,937	**Min. Match required**	*55 %*	
Total Grant Budget:	$108,937			

Total prior years with CNCS funding: [0]

Prior experience with CNCS funding: [describe type of grant and how many 3 year grants applicant has had; any special notes about prior funding such as whether it was same or different model, another category of funding.]

Program Summary (from application):

ITNAmerica proposes to develop a Volunteer Generation Fund program providing services throughout the state of Maine that will focus on the CNCS focus area of capacity building while increasing volunteerism. The CNCS investment of $30,000.00 will be matched with $78,937.50, $0.00 in public funding and $78,937.50 in private funding.

Statement of Need (from application narrative):

This project will improve services in two target areas- Aging in Place and Transportation. The ITNCountry project will expand ITN services outside of the greater Portland area, beginning with 5 pilot sites across Maine, focusing on rural and small communities.

Nineteen percent of Maine's population is 65 and older, and this percentage is growing faster here than in the rest of New England or the United States in general. By 2030, Maine's population over 65 will reach 28%. The Muskie School of Public Policy predicts that Maine's population over the age of 85 will grow by 14% by 2025. The State Plan on Aging released in 2016 states "Maine has long been challenged with providing adequate transportation services to meet the needs of its citizens. Today, most Mainers do not have the option of using public transit because of limited geographic service areas and limited service availability. Maine is not only the oldest state in the nation by median age, aging faster than any other state in the nation; it is also the most rural. Given Maine's aging demographics, the mobility problem has worsened over the past decade due to the increasing numbers of elderly people who are either unable to drive or have limited driving ability. The data suggests that a growing percentage of Maine's aging population will "age out" of their vehicles, and they will no longer be able or willing to drive. Many of these older individuals, having one or more disabilities, results in a greater need for alternative forms of transportation. Many older Mainers are unable to relocate from rural areas to access service options to stay in their homes. Many older Mainers are unable to stay in their homes and access service options due to the rural nature of the state. "

The Maine Strategic Transit Plan 2025 (released in 2015) states “Using methodology in Transit Cooperative Research Program (TCRP) Report 161, Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation: Final Workbook. (Vanasse Hangen Brustlin. Washington D.C. 2013) the theoretical total demand for one way trips in Maine is 35,713,580 per year, of which 17% of this demand is currently being met. Statewide there is an annual need for more service to meet the unserved demand.” The same report goes on to say, “72% of Maine’s elderly live in communities without access to fixed or flex route services. This indicates the need to enhance transit services in more rural areas if older persons are to have adequate mobility.” Furthermore, this plan recommends “encourag[ing] volunteer networks and alternatives to traditional transit services” and “provid[ing] incentives for local communities and transit providers to leverage new sources of private funding for transit services”.

Identified partners:

- list partners identified by reviewers

Identified communities of Saco, York, and Boothbay Harbor. Two communities TBD.

SCORING DETAIL

I. Summary of Reviewer Consensus Scores

Sections	Consensus Assessment	Consensus Score
Organization Qualifications and Experience (25%)		
Current volunteer management practices	Adequate	7.37
Management of Planned effort	Weak	4.62
Program Design & 18-month Work Plan (50%)		
Focus Area(s) and Need	Adequate	6.7
Current Effort	Adequate	6.7
Planned Effort	Incomplete/Substandard	0
Implementation - Work Plan	Incomplete/Substandard	0
Cost Effectiveness and Budget Adequacy (25%)		
Cost Effectiveness	Adequate	8.375
Budget Adequacy	Adequate	8.375
Reviewer Consensus TOTAL:		42.14 of 100 possible

Reviewer Recommendation: Do Not Fund

Final Recommendation of Excellence and Expertise Task Force: