

## Overview of Human Service Transportation Coordination Provisions in SAFETEA-LU and Related TPB Efforts



Access for All Advisory Committee  
May 25, 2006

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## Outline of Presentation

- SAFETEA-LU
- Federal Interim Guidance
- TPB Work to Date and Next Steps

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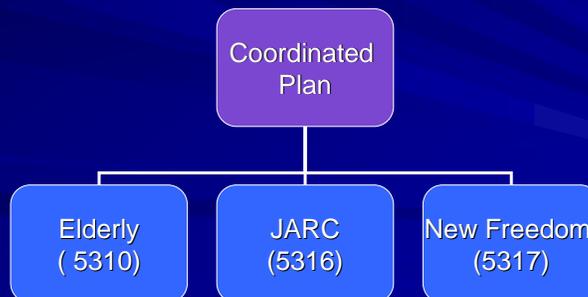
## What SAFETEA-LU Says About Coordination

- Projects selected for funding must be derived from a “locally developed, coordinated public transit-human services transportation plan”
  1. Elderly and Disabled Individuals Program (5310)
  2. Job Access and Reverse Commute (JARC, 5316) *Changed from Earmark to Formula*
  3. New Freedom Initiative(5317)

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## SAFETEA-LU and the “Coordinated Plan”

- Plan is required in order to receive Federal FY2007 funds
- Plan development must include stakeholders
- Projects for JARC and New Freedom must be selected on a competitive basis



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## Elderly Individuals and Persons with Disabilities (5310)



- Funds allocated by formula to the States
- Only capital costs are eligible
- Projects must provide transportation services to elderly persons and persons with disabilities
- As in the past, States may sub-allocate funds to private non-profit organizations
- What's Different Under SAFETEA-LU:
  - Beginning in Federal FY 2007 projects must be derived from the coordinated plan

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## Job Access Reverse Commute (5316)



- Projects must be related to transportation for low-income workers to get to jobs
- What's Different Under SAFETEA-LU:
  - Previously was earmarked, now will be distributed by formula
  - Projects must be competitively selected by designated recipient
  - Projects must be derived from coordinated plan beginning Federal FY 2007

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## New Freedom (5317)



- NEW Formula program for projects that go above and beyond the Americans with Disabilities (ADA) Act
- Eligible Projects:
  - Same Day Paratransit Service
  - Door THROUGH Door paratransit service
  - Accessible Taxicabs
- Projects must be competitively selected by designated recipient
- Projects must be derived from coordinated plan beginning in Federal FY 2007

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### SAFETEA-LU Funding Recipients and Amounts

Program <i>All Formula Based</i>	Recipient	Federal FY2006	Total Funding With Match <small>(Millions)</small>
<b>Elderly and Disabled</b>	State DOT's	Differs by State	-Only capital projects are eligible -80-20 match
<b>JARC</b>	TPB?	\$1.2 million	\$2.4 Operating \$1.5 Capital
<b>New Freedom</b>	TPB?	\$1.0 million	\$2.0 Operating \$1.25 Capital

10% of funds can be used for administration of the programs. No match is required.

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## Federal Guidance on “Coordination”

- Notice of Interim Guidance Issued March 15, 2006
- Comment period ended May 22, 2006
- FTA hopes to have final circular by Fall 2006

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## Designated Recipient

- No Designated Recipient for JARC and New Freedom right now
- MD and VA Governors and the District of Columbia Mayor have to designate the recipient
- Designated recipient must conduct competitive process
- *“FTA recommends the designated recipient for these funds not be a provider of transportation of services”*
- *“The designated recipient may be the MPO in an urbanized area”*

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## TPB Work To Date on “Coordination”

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## TPB Access to Jobs and Committee Work

- Regional JARC Plan Created in 1999
  - Identified low-income populations and gaps in transportation services
- Access for All Advisory Committee
  - Recommended many ways to improve transportation services
  - Subcommittee report on Transportation for Low-Income Populations
  - Recommended MetroAccess study in 2003

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## TPB Demand Responsive Study



- TPB Briefed on February 15, 2006 and transmitted to WMATA Board of Directors
- Study Made Recommendations for Improving MetroAccess
- Also Examined Potential for “Coordination” of Specialized Services

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TPB Demand Responsive Study

## What is “Coordination”?

- A political process that requires shared power
  - Shared responsibility, management, and funding
- Desired results may take significant time and energy

Source: 2004 TCRP Report “Strategies to Increase Coordination of Transportation Services for the Transportation Disadvantaged”

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 TPB Demand Responsive Study

## Goals for “Coordination”

1. Address gaps and shortcomings in current services
2. Better meet user’s needs
3. Deliver services more efficiently

*Many examples of “coordination” really seem to just be service cuts or cost shifting rather than real efficiency improvements .*  
– University of Minnesota Study

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 TPB Demand Responsive Study

## Potential Regional Projects

for JARC and New Freedom

- Information clearinghouse
- Premium Same-Day Service for MetroAccess Users
- Accessible taxicab program
- Examine the potential for a regional car-loan program



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## Next Steps

- TPB Staff will develop a proposal for TPB's suggested role as designated recipient for JARC and New Freedom
- Human Service Transportation Coordination Meeting: Thursday, June 1 12 noon to 2 p.m. (AFA welcome to attend)
- A new TPB committee will be created to oversee development of the plan and the competitive process
- Present proposal to TPB on June 21

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