

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

Access for All Advisory Committee
May 25, 2006

Outline of Presentation

- SAFETEA-LU
- Federal Interim Guidance
- TPB Work to Date and Next Steps
 - Elderly and Disabled Individuals Program (5310)
 - Job Access and Reverse Commute (JARC, 5316) *Changed from Earmark to Formula*
 - New Freedom Initiative(5317)

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

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

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

SAFETEA-LU Funding Recipients and Amounts **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

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”*

TPB Work To Date on “Coordination” 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

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

What is “Coordination”?

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

Goals for “Coordination”

- Address gaps and shortcomings in current services
- Better meet user’s needs
- 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

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

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