

Overview of Human Service Transportation Coordination



TPB Human Service Transportation
Coordination Task Force
October 5, 2006

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What is Human Service Transportation Coordination?

- **Coordination can mean:**
 - Consolidation of funding, resources, trips or information related to transportation services for low-income individuals, persons with disabilities and older adults;
- **In reality coordination is:**
 - A political process that requires shared power, responsibility, management, and funding; desired results may take significant time and energy

Sources: 2003 GAO Report 03-697 and 2004 TCRP Report "Strategies to Increase Coordination of Transportation Services for the Transportation Disadvantaged"

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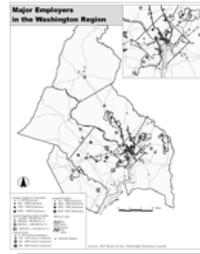
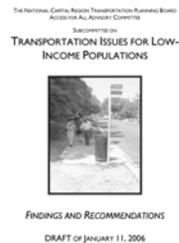
What is the Purpose of the Task Force?

- To oversee the development of a Human Service Transportation Coordinated Plan
 - TPB will review and approve
- To work towards greater coordination in the region

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TPB Work to Draw Upon

- Regional Job Access Reverse Commute (JARC) Plan, 1999
- AFA Report on Transportation Issues for Low-Income Populations, 2006
- TPB Study: Improving Demand Responsive Services for People with Disabilities 2006



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TPB Demand Responsive Study



- Completed in February 2006
- Study Made Recommendations for Improving MetroAccess
- Study identified existing specialized services for persons with disabilities, unmet needs and strategies to address those needs
- Also Examined Potential for “Coordination” of Specialized Services

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TPB Demand Responsive Study

Goals of Coordination

- Address gaps and shortcomings in current services
- Better meet users' needs
- Deliver services more efficiently



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What is the TPB Role in Human Service Transportation Coordination?

Approved by the Board July 2006

1. **Establish a task force to oversee the development of the coordinated plan**
2. **Serve as the recipient for JARC and New Freedom**
3. **Conduct the competitive selection process for JARC and New Freedom programs**

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How will the Coordinated Plan be Used?

- **The Coordinated Plan will guide priorities for three Federal Transit Administration (FTA) programs:**
 1. **Elderly and Disabled Individuals Program (5310)**
 2. **Job Access and Reverse Commute (JARC, 5316) *Changed from Earmark to Formula***
 3. **New Freedom Program (5317) for transportation for persons with disabilities that goes above and beyond what the ADA requires**

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SAFETEA-LU Program Requirements

- A "locally developed coordinated plan" must be drafted with stakeholder involvement by July 2007
- Projects for the three programs must be derived from the plan
- Projects for JARC and New Freedom must be selected on a competitive basis

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        graph TD
            CP[Coordinated Plan] --> E[Elderly (5310)]
            CP --> J[JARC (5316)]
            CP --> NF[New Freedom (5317)]
    
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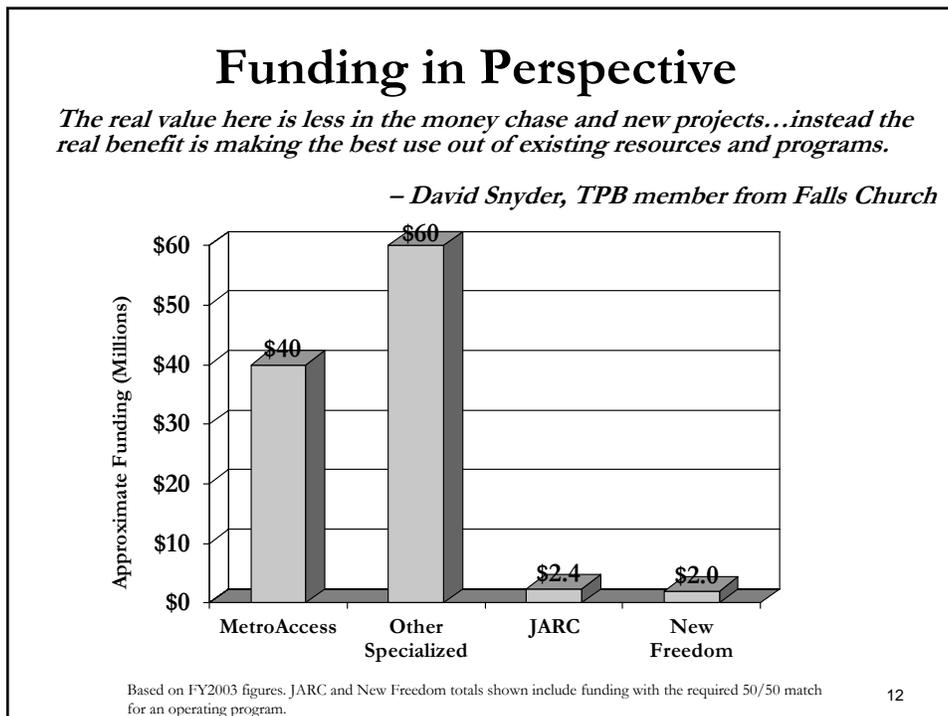
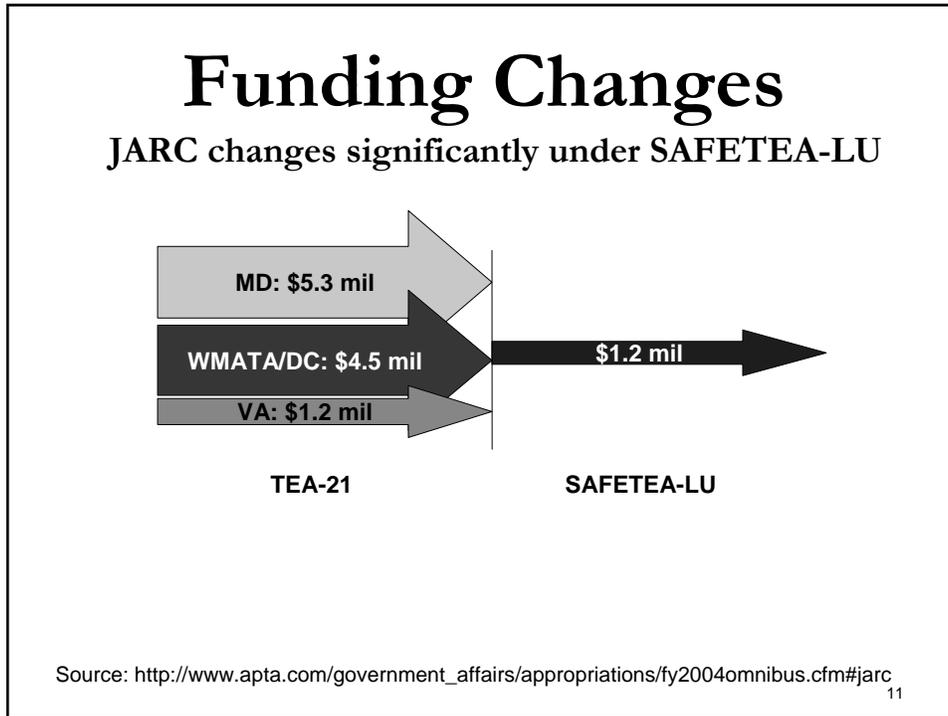
Funding Recipients and Amounts

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

-Other Federal funds can be used for the required 80/20 match for capital and the 50/50 match for operating programs.
 -10% of funds can be used for administration of the programs. No match is required.

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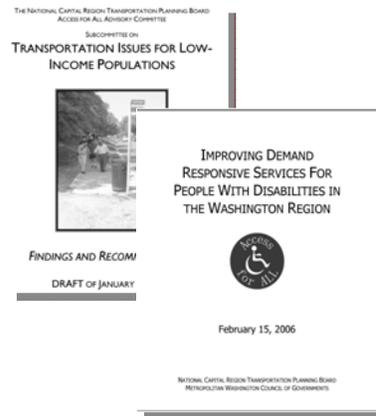
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Elements of the Plan

- Assessment of Needs
- Inventory of Services
- Strategies
- Actions
- Prioritization



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What is the Targeted Timeline?

2006

October to Dec.: Task Force meets monthly to oversee the development of the Coordinated Plan

2007

February Task Force Presents Draft Coordinated Plan to the TPB for Approval

March/April: TPB Approves Coordinated Plan and Reviews Framework for Competitive Selection Process

May/June: TPB Oversees Competitive Selection Process

July/September: TPB Approves Selection for Inclusion in the Transportation Improvement Program (TIP)

Group Discussion

- From your point of view, what is the most significant gap in transportation for low-income workers and/or persons with disabilities?

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