

|  | FTA Authorization Fact Sheet Job Access and Reverse Commute | | | | |  |
|---|--|----------------|----------------|----------------|----------------|---|
| | Year | 2005 | 2006 | 2007 | 2008 | |
| JARC Mass Transit Account | \$108 M | \$138 M | \$144 M | \$156 M | \$165 M | \$711 M |
| JARC General Fund | \$16 M | - | - | - | - | \$16 M |
| Total | \$124 M | \$138 M | \$144 M | \$156 M | \$165 M | \$727 M |

Purpose

To provide funding for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations.

Statutory References

49 U.S.C. Section 5316

Features

- The program, which was an uncodified provision of TEA-21, is codified in Section 5316 of Title 49, United States Code. The program is now entirely funded from the Mass Transit Account of the Highway Trust Fund, but was partially funded with General Funds in 2005 from the extension of TEA-21.
- This is a formula program instead of a discretionary program as was the case in TEA-21. Formula allocations are based on the number of low-income persons.
 - 60% of funds go to designated recipients in areas with populations over 200,000
 - 20% of funds go to States for areas under 200,000
 - 20% of funds go to States for non-urbanized areas
 - States may transfer funds between urbanized and non-urbanized area programs
- States and designated recipients must select grantees competitively.
- Projects must be included in a locally-developed human service transportation coordinated plan beginning in FY 2007.
- 10 percent of funds may be used for planning, administration and technical assistance.
- Sources for matching funds are expanded (non-DOT Federal funds can be used as match) to encourage coordination with other programs such as those funded by the Department of Health and Human Services.