



U.S. Department of
Transportation



Coordinated Planning & United We Ride Workshop

**Huntsville, Alabama
February 27, 2007**



Federal Transit Administration



Human Service Transportation Coordination

□ Federal Initiatives

- Executive Order 13330 (2/24/04)
- Federal Interagency Coordinated Council on Access and Mobility (CCAM)
 - United We Ride
 - Policy Statements (10/1/06)

□ Federal Transit Administration

- Elderly Individuals & Individuals with Disabilities Program (§5310)
- Job Access and Reverse Commute Program (§5316)
- New Freedom Program (§5317)



Federal Interagency Coordinated Council on Access and Mobility (CCAM)

- Department of Transportation
- Department of Health and Human Services
- Department of Labor
- Department of Education
- Department of Interior
- Department of Veteran Affairs
- Department of Justice
- Department of Housing and Urban Development
- Department of Agriculture
- Social Security Administration
- National Council on Disability



Federal Interagency Coordinated Council on Access and Mobility (CCAM)

Policy Statements

- Coordinated Human Service Transportation Planning
- Vehicle Sharing





Federal Interagency Coordinated Council on Access and Mobility (CCAM)

Coordinated Human Service Transportation Planning

“Member agencies of the CCAM resolve that federally-assisted grantees that have significant involvement in providing resources and engage in transportation delivery should participate in a local coordinated human services transportation planning process and develop plans to achieve the objectives to reduce duplication, increase service efficiency and expand access for the transportation-disadvantaged populations as stated in Executive Order 13330.”



Federal Interagency Coordinated Council on Access and Mobility (CCAM)

Vehicle Sharing

“Member agencies of the Federal Coordinating Council on Access and Mobility resolve that Federally-assisted grantees that have significant involvement in providing resources and engage in transportation should coordinate their resources in order to maximize accessibility and availability of transportation services”.



U.S. Department of
Transportation



SAFETEA-LU Implementation

Elderly Individuals & Individuals with Disabilities, JARC, and New Freedom



Federal Transit Administration



SAFETEA-LU Implementation

What has FTA been doing since August 10, 2005?

- Stakeholder Meetings - 2005 – 2007
- Federal Register notices
- Public Comment
- Draft Circulars - Published September 6, 2006
- Final Circulars - Expected March 31, 2007



SAFETEA-LU Implementation

- Elderly Individuals & Individuals with Disabilities Program (§5310)**

- Job Access and Reverse Commute Program (§5316)**

- New Freedom Program (§5317)**



SAFETEA-LU Implementation

Elderly Individuals & Individuals with Disabilities Program (§5310)





Elderly Individuals and Individuals with Disabilities

Program Goal

- ❑ To improve mobility for older adults and people with disabilities by providing capital projects planned, designed, and implemented to meet their needs.

Eligible Projects

- ❑ Funding (primarily) to support vehicle acquisition and contracted services for non-profit organizations serving the target populations.

Funding from FY05-FY09=\$584M



Elderly Individuals and Individuals with Disabilities

Eligible Recipient

- State Agency designated by the Governor

Eligible Sub-recipients

- Private non-profit organizations
- Public bodies that certify that no non-profits are readily available in the area to provide the service, and
- Public bodies approved by the State to coordinate services for the targeted populations.



Elderly Individuals and Individuals with Disabilities

SAFETEA-LU Program Requirements

- FY 2007 - States must certify that projects funded are derived from a locally developed coordinated public transit- human services transportation plan (Coordinated Plan.)**
- State must develop a State/Program Management Plan**
- State can use the same sliding scale capital rate that it uses for FHWA programs with an 80% Federal share.**
- Transfers to 5311 or 5307 are limited to 5310 program purposes**
- States can use up to 10% of funding for administrative expenses:**
 - Administration
 - Planning
 - Technical Assistance



Elderly Individuals and Individuals with Disabilities

- Capital funded at 80% federal share
- Administrative funding at 100% Federal share
- Other non – DOT Federal funds are eligible match
- Seven State Pilot Program allows for operating assistance using up to 33% of selected States' apportionments.



SAFETEA-LU Implementation

Job Access and Reverse Commute Program (§5316)





Job Access and Reverse Commute (JARC)

- ❑ **SAFETEA-LU changed JARC from National Discretionary to Formula Program**

Program Goal

- ❑ To increase access to employment and employment related activities for welfare recipients and eligible low income individuals.

Eligible Projects

- ❑ Capital, Planning, and Operating projects designed to meet the needs of the targeted population including reverse commute services

Funding from FY05-FY09=\$727M



Job Access and Reverse Commute (JARC)

Formula Apportionment

- Based on Population below 150% of poverty line

Eligible Recipient

- A State agency designated by the Governor in urbanized areas less than 200,000 in population and in non-urbanized areas.
- A recipient designated by the Governor or Governor's designee in urbanized areas over 200,000 in population.



Job Access and Reverse Commute (JARC)

Eligible Sub-recipients

- Private non-profit organizations
- State or local governmental authority (includes Tribes)
- Operators of public transportation services including private providers of public services.



Job Access and Reverse Commute (JARC)

SAFETEA-LU Program Requirements

- States/Designated Recipients must certify that projects funded are derived from a locally developed coordinated public transit - human services transportation plan (Coordinated Plan.)
- Recipients must develop a State/Program Management Plan.
- Funds transferred to 5311 or 5307 must be used for JARC program purposes and can be transferred only after consultation.
- The State may transfer funds between the small urban and non urbanized categories:
 - If the CEO of the State certifies that the objectives of JARC are being met in the category losing the funds.
 - The State may use funds apportioned for urbanized areas under 200,000 in population and non urbanized areas anywhere in the State if a Statewide JARC program exists.



Job Access and Reverse Commute (JARC)

Program Requirements, Continued:

- ❑ 5307 Designated Recipients in urbanized areas under 200,000 in population may apply directly to FTA for JARC funding only if funds are transferred to Section 5307

- ❑ States can use up to 10% of funding for administrative expenses:
 - Administration
 - Planning
 - Technical Assistance



Job Access and Reverse Commute (JARC)

- ❑ Capital and Planning funded at 80% federal share
- ❑ Operating expenses funded at 50% Federal share
- ❑ Administrative funding at 100% Federal share
- ❑ Other non – DOT Federal funds are eligible match



Job Access and Reverse Commute (JARC)

- **Late-night and weekend** service;
- **Guaranteed ride home** service;
- **Shuttle service**;
- **Expanding fixed-route** public transit routes;
- **Demand-responsive** van service;
- **Ridesharing and carpooling** activities;
- **Transit related aspects of bicycling** (adding bicycle racks to buses, bicycle storage at transit stations);
- **Local car loan programs** that assist individuals in purchasing and maintaining vehicles for shared rides;



Job Access and Reverse Commute (JARC)

- Supporting the **Administration and Expenses** related to **voucher programs** that increase service excluding transit passes and ADA complementary paratransit.
- **Deploying vehicle position-monitoring** systems
- Applying **Geographic Information System (GIS)** tools
- **Implementing Intelligent Transportation Systems (ITS)**
 - trip information
 - trip planning
 - reservations
 - scheduling
 - dispatch



Job Access Reverse Commute (JARC)

Marketing and Promotion of:

- use of transit by workers with non-traditional work schedules
- development of employer-provided transportation such as shuttles, ridesharing, carpooling
- use of transit pass programs and benefits
- use of transit voucher programs by appropriate agencies for welfare recipients and other low-income individuals



SAFETEA-LU Implementation

New Freedom Program (§5317)





New Freedom Program

New formula program enacted in SAFETEA-LU



Program Goal

- ❑ Enhances Transportation Services for People with Disabilities

Eligible Projects

- ❑ Capital and operating expenses to support “New Public Transportation” and “New Public Transportation Alternatives” beyond the Americans with Disabilities Act of 1990.

Funding from FY06-FY09=\$339M



New Freedom Program



- Was not operational prior to August 10, 2005**
- Did not have a funding commitment prior to August 10, 2005**



New Freedom Program

Formula Apportionment

- Based on Population of PWD-identified by US Census

Eligible Recipient

- A State agency designated by the Governor in urbanized areas less than 200,000 in population and in non-urbanized areas.
- A recipient designated by the Governor or Governor's designee in urbanized areas over 200,000 in population.

Eligible Sub-recipients

- Private non-profit organizations
- State or local governmental authority (includes Tribes)
- Operators of public transportation services including private providers of public services.



New Freedom Program

SAFETEA-LU Program Requirements

- FY 2007 - States must certify that projects funded are derived from a locally developed coordinated public transit - human services transportation plan (Coordinated Plan.)
- Recipients must develop a State/Program Management Plan
- Funds transferred to 5311 or 5307 must be used for New Freedom program purposes and can be transferred only after consultation.
- 5307 Designated Recipients in urbanized areas under 200,000 in population may apply directly to FTA for New Freedom funding only if funds are transferred to Section 5307



New Freedom Program

- States can use up to 10% of funding for administrative expenses:**
 - Administration
 - Planning
 - Technical Assistance

- Capital funded at 80% federal share**

- Operating expenses funded at 50% Federal share**

- Administrative funding at 100% Federal share**

- Other non – DOT Federal funds are eligible match**



New Freedom Program

New Public Transportation Beyond the ADA



Examples:

- Flex Route for access to Commuter Bus or Commuter Rail
- Additional Securement on Fixed Routes
- Travel Training
- Environmental Modifications
 - Beyond what is required in ADA
 - Enhancements including signage, curb cuts, technologies to enhance customer access



New Freedom Program

PARATRANSIT Enhancements:

- Expanded Hours for Paratransit
- Paratransit Beyond $\frac{3}{4}$ mile
- Same Day Service
- Door THROUGH Door
- Accommodation for Mobility Aids that Exceed ADA standards





New Freedom Program

New Public Transportation Alternatives Beyond the ADA

Examples:

- Accessible Taxi
- Volunteer Programs
- Administration of Vouchers and Vouchers for Alternative Services to Public Transportation: taxi reimbursement, mileage reimbursement for volunteer driver programs, etc.
- Mobility Management





Cross Cutting Issues

5310 – JARC – NF

- Designated Recipient

- Coordinated Plan

- Competitive Selection Process



Cross Cutting Issues

5310 – JARC – NF

Designated Recipient



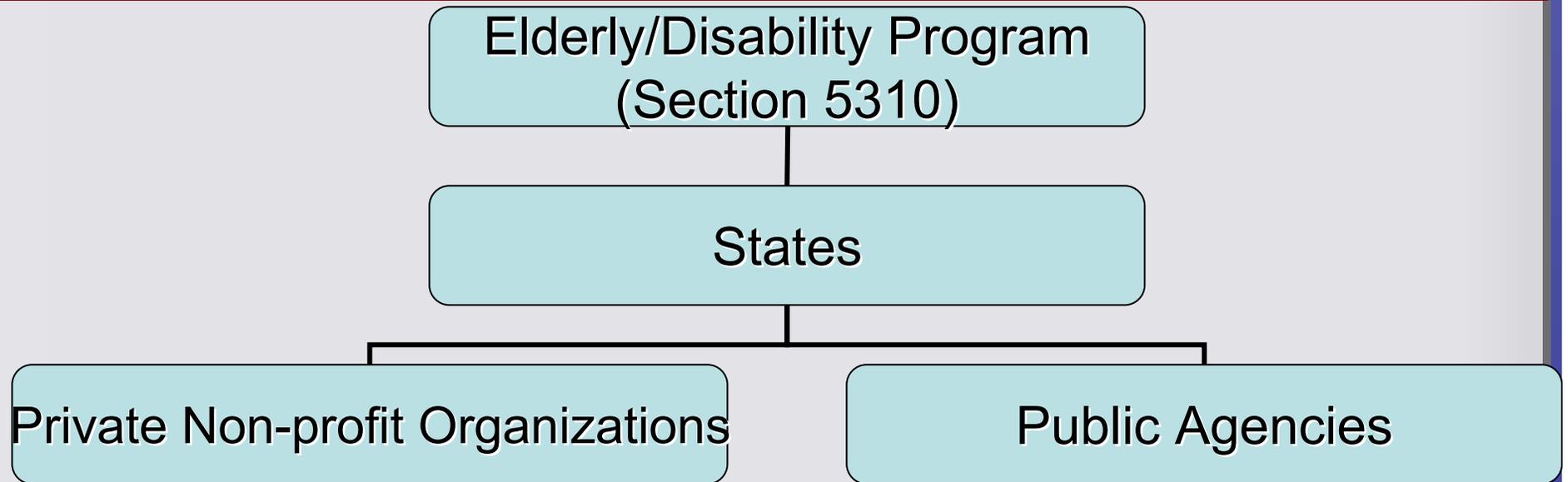


Designated Recipient

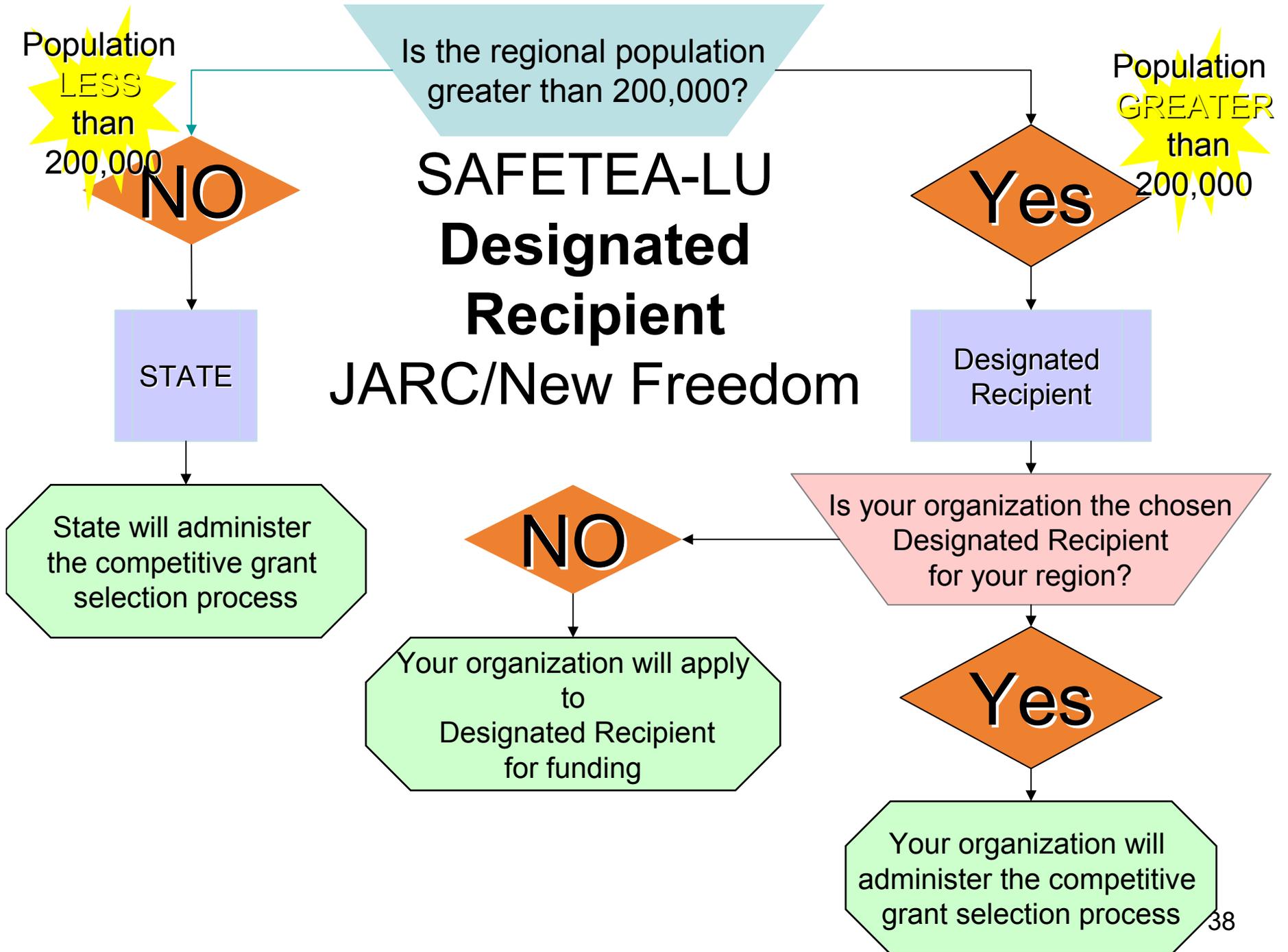
- Designated by Governor in Coordination with Local Officials.
- There can be ONE recipient for JARC, NFI and 5310- encouraged but not required.
- Multiple Designated Recipients can be Identified by the Governor.



Designated Recipient



States may make grants to private non-profit organizations and to public agencies if they are designated to provide coordinated service





Designated Recipient

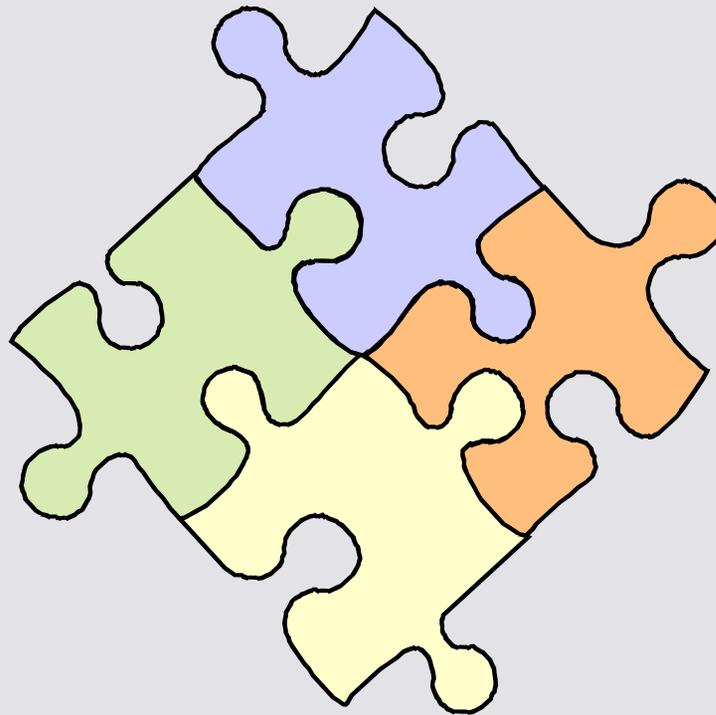
❑ Role of Designated Recipient

- **Conduct** an area- or state-wide **competitive selection** process;
- Certify a **fair and equitable** distribution;
- Certify that each project selected was **derived from a locally developed coordinated public transit-human services transportation plan**;
- Certify **broad representation in planning process**;
- **Manage all aspects of grant distribution and oversight** for; subrecipients
- Submit **reports** as required by FTA.



Cross Cutting Issues 5310 – JARC – NF

The Coordinated Public Transit-Human Services Transportation Plan





The Coordinated Public Transit-Human Services Transportation Plan

- Individuals with Disabilities
- Older Adults **AND**
- People with Low Incomes





The Coordinated Public Transit-Human Services Transportation Plan

Elements of a Plan

- An assessment of available services
- An assessment of transportation needs
- Strategies and/or activities to address gaps
- Relative priorities for implementation



The Coordinated Public Transit-Human Services Transportation Plan

FY 07 Implementation

- An assessment of available services
- An assessment of transportation needs
- Strategies and/or activities to address gaps



The Coordinated Public Transit-Human Services Transportation Plan

Tools and Strategies for Developing a Coordinated Plan

- Community planning session
- UWR Framework for Action
- Focus groups
- Survey
- Detailed study and analysis





The Coordinated Public Transit-Human Services Transportation Plan

Potential Partners

- Transportation Providers – Private and Public
- Consumers/Advocates
- Human Service Agencies/Providers
- Other



Coordinated Public Transit-Human Services Transportation Plan

“Coordinate and Consistent with”



**The Metropolitan and State
Transportation Planning Processes**



Cross Cutting Issues 5310 – JARC – NF

The Competitive Selection Process





Competitive Selection Process

- Public Notification of the Availability of Funds and Selected Projects
- Evaluation Criteria should be established by the Designated Recipient.
- Projects Selected are Derived from Locally Developed Coordinated Plan
- Certify a Fair and Equitable Distribution



Competitive Selection Process

Strategies to Enhance Competition

- Assure greater inclusion at the onset of the coordinated planning process
- Provide for transparency and documentation in both the coordinated planning process and the competitive selection process
- Publish an announcement that lays out program requirements and the process for receiving funds,
- Rank projects using a variety of approaches



Competitive Selection Process

Examples of Criteria for Selection

- ❑ Address gaps in current service provisions for targeted communities as defined in the local coordinated plan;
- ❑ Make use of available resources and leverage resources to the extent possible;
- ❑ Coordinate with other Federal programs (coordinated services, financial partnership);
- ❑ Can be achieved with the given technical capacity of the project sponsor; and
- ❑ Show evidence of broad solicitation for input (coordinated planning process).



Summary

Programs

- Elderly Individuals & Individuals with Disabilities Program (§5310)
- Job Access and Reverse Commute Program (§5316)
- New Freedom Program (§5317)

Cross Cutting Issues

- Designated Recipient
- Coordinated Plan
- Competitive Selection



Websites

- ❑ United We Ride: www.unitedweride.gov

- ❑ FTA: www.fta.dot.gov
 - Federal Register Notices:
http://www.fta.dot.gov/laws/leg_reg_federal_register.html
 - Draft Circulars:
www.fta.dot.gov/laws/leg_reg_circulars_guidance.html

- ❑ CTAA: www.ctaa.org



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QUESTIONS?