Section 5310

(Elderly Individuals & Individuals With Disabilities Transportation Program)

Who

- ❑ Private-non-profit (PNP) organizations*;
- ❑ Public bodies where there are no (viable) PNPs available <u>or</u> which serve the coordination needs/objectives of locale, region or state;
- ❑ Tribal governments & related agencies.
- ❑ Focus is on agencies serving elderly (60+) and disabled of any age.**

What

- ❑ Federal Transit (FTA) program administered by ADOT for the State
- ❑ Competitive applications for capital assistance, including vehicles, radios/communications equipment, dispatching hardware/software, and—for the first time—"Mobility Management" (personnel, equipment to plan, organize, manage fleets/systems/schedules—typ. of multiple agencies).
- ❑ Approximately $3.3 million available statewide for assistance.
- ❑ Matching costs typically 80% federal/20% local (e.g., a van's local matching costs are from $5,000-$10,000 depending on lift or no-lift***)
- ❑ Awardees assume all administrative, operating & maintenance costs.
- ❑ Typical uses/trips
  - Medical & rehabilitation
  - Education/training,
  - Nutrition,
  - Shopping, other services
- ❑ Coordination on routes, services, equipment highly encouraged & Applicants must participate in local/regional coordination plans, activities.

When

- ❑ January/February (notifications/workshops) through May of each year.
- ❑ Equipment delivered approximately 9-18 months after grant approval.
- ❑ Capital equipment (typ. vehicles) = ADOT lien of 4 yrs or 100k miles.

Where

- ❑ Statewide; organized initially through regional planning agencies (COGs, MPOs) then statewide ADOT recommendations to FTA

Why

- ❑ To meet the transportation needs of a growing aging population and increasingly larger disability community where traditional public transportation is neither accessible or adequate to meet these needs.

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* Private-for-profit cannot be primary (1st tier) grantee but may contract with PNP or Public entity to provide the service.

** Other users (programs, general public, etc.) allowed as capacity permits or when planned as part of a coordinated system.

***Agency must have ADA-spec lift/ramp capability within its fleet or under contract meeting "equivalency" requirements.

February 14, 2007

Section 5316

(Job Access and Reverse Commute)

The Job Access and Reverse Commute (JARC) program actually authorizes two kinds of grants: *Job Access* grants and *Reverse Commute* grants. The JARC program supports the development and maintenance of services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.

JARC funding may be used to support up to 80 percent of the capital project costs and up to 50 percent of the project's net operating expenses. Funds from other, non-USDOT federal programs (e.g., human services) may be used for matching purposes. Upon approval by ADOT, in-kind contributions may be used to meet the local matching requirements.

Projects are selected and awarded through a competitive process and must be derived from a locally developed, coordinated public transit – human services transportation plan that was developed through a process that included representatives of public, private, and non-profit transportation and human service providers and participation by the public.

Job Access projects are aimed at developing new transportation services for low-income workers and/or filing the gaps in existing services. This program is designed to serve eligible low-income individuals whose family income is at or below 150 percent of the poverty level.

Reverse Commute projects are intended to provide transportation to suburban jobs from urban, rural, and other suburban locations; but not necessarily just for low-income people. This program addresses the theory that two-thirds of all new jobs are in the suburbs while three-fourths of low-income workers and individuals moving from welfare to work live in inner cities and rural areas.

Examples of eligible projects and activities include:

- Adding late night and weekend services for workers with non-traditional schedules
- Providing a guaranteed ride home service
- Starting a shuttle service
- Extending or expanding fixed route or rerouting bus and van services to go further into low-income neighborhoods or suburban areas with employment opportunities
- Providing an on-call, demand-responsive, van service
- Development of employer provided transportation such as shuttles, ridesharing, carpooling, and use of transit pass programs
- Loan car programs that assist individuals in purchasing and maintaining vehicles for shared rides
- Subsidizing the purchase or lease of a van or busses for shuttles to and from suburban worksites for private employers, public agencies, or non-profit organizations
- Other items such as bicycle racks and storage facilities on busses, administrative expenses for voucher programs to increase service, vehicle location monitoring systems, project marketing for workers with non-traditional work schedules, and development of employer vanpool and ridesharing programs.

Funding: Arizona will receive about $800,000 to be distributed statewide on a percentage per population basis.

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Section 5317

(New Freedom)

The New Freedom formula program provides funding for new public transportation services, and alternatives to public transportation services for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). It provides tools to overcome existing barriers facing Americans with disabilities who seek integration into the workforce and full participation in society.

New Freedom funding may be used to support up to 80 percent of the capital project costs and up to 50 percent of the project's net operating expenses. Funds from other, non-USDOT federal programs (e.g., human services) may be used for matching purposes. Upon approval by ADOT, in-kind contributions may be used to meet the local matching requirements.

Projects are selected and awarded through a competitive process and must be derived from a locally developed, coordinated public transit – human services transportation plan that was developed through a process that included representatives of public, private, and non-profit transportation and human service providers and participation by the public.

Examples of eligible projects and activities include:

Paratransit Enhancements

- Expansion of paratransit service beyond the 3/4th mile required by the ADA
- Expansion of current hours of operation for paratransit services that are beyond those provided on the fixed route services
- Provision of same day and door through door service
- Accommodation for mobility aids that exceed ADA standards

New* Public Transportation Services Beyond ADA Standards

- New feeder services to commuter rail, commuter bus, and intercity rail and bus stations for which complementary paratransit service is not required by the ADA
- Purchasing new vehicles to support new accessible taxi, ride sharing, and /or van pool programs
- Making accessibility improvements to transit and intermodal stations not designated as key stations
- Supporting administration and expenses related to new voucher program for services offered by human service providers

New* Alternatives to Public Transportation Beyond ADA Standards

- Accessible taxi
- Volunteer programs
- Administration of vouchers
- Travel training
- Mobility management

Funding: Arizona will receive about $350,000 to be distributed statewide on a percentage per population basis.

* New defined as either not operational or not funded prior to August 10, 2005.