

FREQUENTLY ASKED QUESTIONS
Coordinated Human Services Transportation Planning Provisions of SAFETEA-LU

1. What is the purpose of the coordinated human services transportation planning provisions?

F T A	The provisions aim to improve transportation services for persons with disabilities, older Americans, and individuals with lower incomes. The provisions ensure that communities coordinate transportation resources provided through multiple Federal programs. A coordinated plan for human services transportation enhances transportation access, minimizes duplication of Federal services, and encourages the most cost-effective transportation possible.
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W A	<i>Chapter 47.06B RCW - The legislature finds that transportation systems for persons with special needs are not operated as efficiently as possible. . . It is the intent of the legislature that public transportation agencies, pupil transportation programs, private nonprofit transportation providers, and other public agencies sponsoring programs that require transportation services coordinate those transportation services.</i>
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2. What will result from coordination efforts between human services agencies and transportation providers?

F T A	SAFETEA-LU requires the establishment of a “locally developed, coordinated public transit-human services transportation plan” (hereinafter, a “coordinated plan”) for all FTA programs for underserved populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access and Reverse Commute program (Section 5316); and the New Freedom program (section 5317).
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W A	<i>Chapter 47.06B RCW – ACCT Shall . . . Develop guidelines for local planning of coordinated transportation . . . Initiate local planning processes . . . and encouraging them to convene local planning forums for the purpose of implementing special needs coordinated transportation programs at the community level.</i>
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3. Should there be one plan or three separate plans for each program listed in question 2?

F T A	There should be one coordinated plan. This coordinated plan may include elements that address the unique needs of one population, but it also should recognize that many transportation needs cross population groups, and that individuals frequently fall within several population categories. The plan should coordinate services so as to minimize the duplication of efforts and enhance services.
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W A	<i>There should be one coordinated plan. This will fit with WSDOT’s Consolidated Grant Process.</i>
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4. What constitutes an acceptable coordinated plan? Are there criteria?

F T A	SAFETEA-LU does not define an acceptable plan, and FTA has not yet developed criteria. FTA is formulating opportunities for interested parties and the public to comment on criteria. The planning process in the JARC program and the United We Ride (UWR) Framework for Action provide examples for discussion.
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W A	<i>In Washington we also have local coalition guidelines produced by ACCT. These are available through the ACCT website.</i>
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5. Who must participate in the development of the plan?

F T A	SAFETEA-LU requires that representatives of public, private, and non-profit transportation providers, human services providers, and the public all participate to develop a plan.
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W A	<i>Chapter 47.06B RCW - ACCT Shall . . . Work with local community forums to designate a local lead organization that shall cooperate and coordinate with private and nonprofit transportation brokers and providers, local public transportation agencies, local governments, and user groups</i>
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6. Who is responsible for the development of the plan?

F T A	SAFETEA-LU does not specify a lead. That will be a local decision.
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W A	<i>This will be different in different areas. We plan to ask RTPO's to accept the lead or designate who will be the lead in their place.</i>
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7. What is the timeline for the development of the coordinated plan?

F T A	Beginning in FY 2007, as a condition of Federal assistance under Sections 5310, 5316, and 5317 programs, the recipient must certify to the Secretary of Transportation that projects selected emerged from the coordinated plan.
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W A	<i>In WA, as part of the WSDOT's Consolidated Grant Program, coordinated plans will be required for projects beginning in July of 2007. Note though that project applications will be due in October of 2006.</i>
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8. Are funds available for the development of the coordinated plan?

F T A	<p>Recipients may use up to 10 percent of funds received under Sections 5310, 5316, and 5317 to administer, plan, and provide technical assistance for projects. Planning activities can also be funded from the following sources:</p> <ul style="list-style-type: none">• Section 5303 Metropolitan Planning program• Section 5304 Statewide Planning program• Section 5307 Urbanized formula program, and• Section 5311 Nonurbanized Area formula funds for state administration <p>The development of the coordinated plan is an eligible planning activity and can be funded at 80 percent FTA share under the planning programs or urbanized area formula program. No match is required for administrative funds allowed under Sections 5310, 5311, 5316, and 5317.</p>
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W A	<p><i>In WA, WSDOT is planning on making seed money available to establish the relationships and the first plan.</i></p>
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9. How will FTA continue to support the Presidential Executive Order on Human Service Transportation Coordination?

F T A	<p>SAFETEA-LU Section 3046 establishes a new human service coordination project. Funded at \$1.6 million annually, it is expected to support the implementation of the Presidential Executive Order on Human Service Transportation Coordination and the United We Ride initiative.</p>
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W A	<p><i>In WA, WSDOT will provide both Technical Assistance to communities and one time grants to assist with the planning process.</i></p>
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10. Are there other new provisions in SAFETEA-LU that support coordination efforts?

F T A	<p>Section 5302 defines mobility management as an eligible Federal capital expense supported with 80 percent Federal public transportation funding. Mobility management consists of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers.</p>
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W A	<p><i>In WA, mobility management projects have always been an encouraged and /acceptable project in WSDOT's Consolidated Grant process.</i></p>
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F T A	<p>Sections 5303 and 5304 (Metropolitan and Statewide Transportation Planning) encourage Metropolitan Planning Organizations (MPOs) and States to consult with organizations conducting other planning processes as they prepare long-range transportation plans. Public and private operators and individuals with disabilities are included on an extensive list of groups for which MPOs and States must provide an opportunity to comment during the development of long-range transportation plans and transportation improvement programs.</p> <p>In metropolitan areas, MPOs must prepare a participation plan, in consultation with these groups, that describes opportunities to comment on the long-range transportation plan. Also, this involvement and coordination in metropolitan areas is to be considered in the design and delivery of services provided by organizations providing non-emergency transportation services with Federal funds other than those from the U.S. Department of Transportation.</p>
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W A	<p><i>In WA, Technical Assistance will also be available to the MPO's.</i></p>
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11. What kind of State-level or regional planning is envisioned for the coordinated planning process for small urban and rural areas that are within the Governor's apportionment?

F T A	<p>In areas under the Governor's apportionment funds will flow to the State and the State will select projects through a competitive process. This competitive process differs from the planning process. Although the State will be responsible for selecting projects, their involvement in local planning activities is optional. In States that have regional planning agencies, these agencies may take the lead on the development of the coordinated plan. In other cases the transit provider, a human service agency, or another entity might take the lead. Communities will make these decisions.</p> <p>Funds are allocated to the State and are not entitlements to individual localities under the Governor's apportionment. Funds are to be distributed based on a competitive process using criteria established by the State that are consistent with program objectives and Federal requirements. Projects selected, whether by the State or by the designated recipient (in large urbanized areas), must be derived from a local coordinated plan. A single regional plan might include projects for both a large urbanized area and surrounding areas that receive funds from the State's apportionment.</p>
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W A	<p><i>This will fit in the already existing Consolidated Grant Process.</i></p>
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