

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ESTABLISHING THE HUMAN SERVICES TRANSPORTATION
COORDINATION TASK FORCE TO DEVELOP THE COORDINATED PLAN AND APPROVAL
OF STEPS FOR THE TPB TO BECOME THE DESIGNATED RECIPIENT FOR THE JOB
ACCESS REVERSE COMMUTE (JARC) AND NEW FREEDOM PROGRAMS**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, SAFETEA-LU strengthens the role of the metropolitan planning organization (MPO) in coordination of specialized transportation services for people with disabilities, older adults and low-income individuals and requires the MPO to consider the design and delivery of specialized transportation services provided by recipients of federal assistance for non-emergency transportation services; and

WHEREAS, under SAFETEA-LU three Federal Transit Administration (FTA) human service transportation programs are established: 1) Elderly Individuals and Individuals with Disabilities (Section 5310); 2) Job Access and Reverse Commute (JARC, Section 5316); and 3) New Freedom (Section 5317); and

WHEREAS, in order for the region to receive federal funds for these three programs, the following requirements must be met:

- A "locally developed coordinated plan" must be drafted through a process that includes representatives of public, private, and non-profit transportation service providers, as well as human service agencies and representatives from low-income populations, persons with disabilities and older adults.
- Funding for projects from all three programs must be derived from the coordinated plan as of Federal FY07
- JARC and New Freedom projects must be selected on a competitive basis; and

WHEREAS, the FTA guidance in the Federal Register Notice of March 15, 2006 states that "... if the designated recipient for JARC and New Freedom will not be the same agency as the designated recipient for §5307, the new recipient must be officially designated before applying for FY 2006 funds." and "FTA recommends the designated

recipient for these funds not be a provider of transportation services.”; and

WHEREAS, a letter from WMATA, the current recipient for §5307 funds, dated June 13, 2006 supports the recommendation that the TPB serve as the designated recipient for JARC and New Freedom urbanized area funds; and

WHEREAS, the new recipient of JARC and New Freedom funds for the Washington D.C.-MD-VA Urbanized Area must be designated by the Governors of Maryland and Virginia and Mayor of the District of Columbia; and

WHEREAS, because federal FY2006 funds for JARC and New Freedom for the Washington D.C.-MD-VA Urbanized Area cannot be utilized until the new recipient is designated, the timeliness of this designation is critical; and

WHEREAS, an ad-hoc human services transportation coordination group that included representatives of WMATA, the District of Columbia, Maryland and Virginia Departments of Transportation, public and private transportation providers, human service agencies and members from the TPB Access for All (AFA) Advisory Committee met on April 6, May 12, June 1 and June 29, 2006 to discuss how this region should address the new coordination requirements; and

WHEREAS, the ad-hoc human services transportation coordination group discussed and endorsed an expanded role for the TPB in human service transportation coordination in accordance with the description in Attachment A, to include the following activities:

- 1) Establish a task force to oversee the development of the human service transportation coordinated plan;
- 2) Serve as the recipient for JARC and New Freedom Washington D.C.-MD-VA Urbanized Area funds; and
- 3) Conduct the competitive selection process for JARC and New Freedom programs for the Washington D.C.-MD-VA Urbanized Area; and

WHEREAS, as described in Attachment A, the Human Services Transportation Coordination Task Force will include representation from public transit providers, private and non-profit transportation providers, human service agencies, and representatives from low-income populations, persons with disabilities and older adults, and a list of agencies and stakeholders proposed for representation on the Task Force is provided in Attachment B; and

WHEREAS, the 2003 Job Access Reverse Commute Plan, and the two recent AFA Committee reports: "Improving Demand Responsive Services for People with Disabilities" (February 2006) and "Transportation Issues for Low-Income Populations:

Findings and Recommendations" (July 2006) would inform the development of the coordinated plan; and

WHEREAS, on June 21, 2006 the TPB was briefed on the proposed expanded role of the TPB in human service transportation coordination as described in Attachment A; and

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:

- Authorizes the establishment of a Human Service Transportation Coordination Task Force to oversee the development of the Coordinated Plan, with the Task Force to report directly to the TPB, to be chaired by a TPB member, and the names of Task Force members to be submitted to the TPB for approval at its September 20, 2006 meeting; and
- Authorizes the chair of the TPB to submit a formal request to the Governors of Maryland and Virginia, and Mayor of the District of Columbia to designate the National Capital Region Transportation Planning Board as the recipient of the Washington D.C.-MD-VA Urbanized Area JARC (Section 5316) and New Freedom (Section 5317) funds.

Adopted by the Transportation Planning Board at its regular meeting on July 19, 2006.