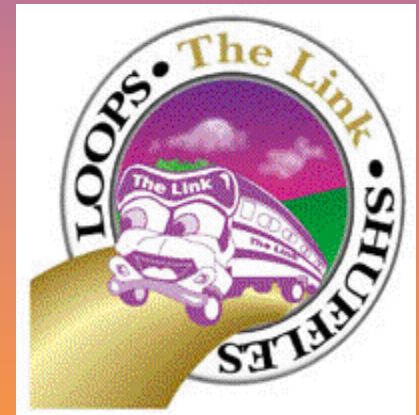




NJ TRANSIT Local Community Transportation Programs

Safe Mobility at Any Age
Policy Forum Series
June 30, 2004



Local Community Transportation Programs

- Casino Revenue Funds
- 5310 Senior and Persons with Disabilities
- 5311 Rural (Nonurbanized) Services
- Job Access / Reverse Commute (JARC)
- Community Shuttle
- Local Initiatives
 - CMAQ
 - NJTPA
 - DVRPC
 - SJTPO
 - Transit Village
 - 5309 Earmark

Origins

- 1970's – Various senior/social service transportation programs operate in an uncoordinated, sometimes duplicative manner
- Mid-1980's – Casino Revenue funding
 - New Jersey strengthened the County role in transportation, requiring coordination plans to receive funding
 - Coordination among Offices on Aging, Transportation, and Human Services is encouraged and efforts must be documented to receive funding
 - Efforts focused on transportation for seniors and persons with disabilities
 - Casino Revenue provided \$3 million dollars in 1984 and now currently provides \$25 million in funds in 2004

A Coordinated Approach

- 1996 – Work First New Jersey
 - In response to the Welfare reform Act of 1995
 - County transportation plans required statewide, coordinating transportation needs and efforts among human service, labor, transportation, TMA's, and social service agencies
 - Statewide leadership and coordination provided through Provider Oversight Group (POG)
 - Services provided as direct outgrowth of the Work First process
 - JARC
 - TANF block grants
 - Fare Programs – WorkPass
 - Transit services

A Coordinated Approach

- 1997 M&E Challenge Grant / Community Shuttle Program
 - Program to involve the local community in providing needed local transit services
 - Services connect to and strengthen the core transit system
 - Mitigates against severe parking limitations
- Coordinated Program Management
 - Selection for all programs is made by multi-agency, interdisciplinary groups
 - All applications for all programs require coordination with other services

A Coordinated Approach

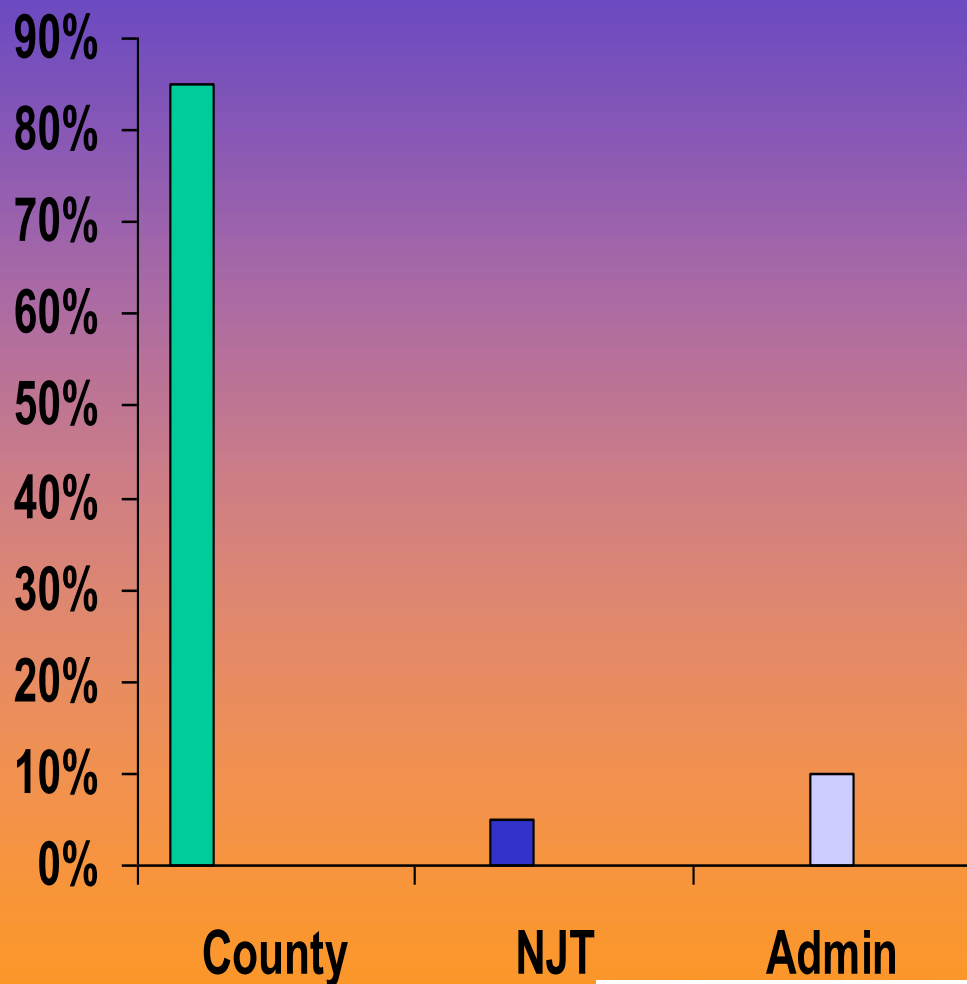
- Recent reorganization at NJ TRANSIT has brought all programs into a single organizational “home”
- Unit also includes planning for regular route bus service
- New sub-unit to monitor compliance
 - Drug & Alcohol
 - Maintenance
- NJT Executive Director reinvigorating interdepartmental efforts in response to “United We Ride” efforts at Federal level.

CASINO REVENUE FUND

- *Casinos pay a tax of 8 percent on their gaming revenue.*
- *Senior citizen and disabled person transportation assistance program receives 7½ % of eligible funds collected annually.*
- *In 2005, it is projected that the casinos will generate \$384 million in taxes for the fund. Total dollars available in the fund is estimated to be \$478.8 million.*
- *The taxes are dedicated to programs for seniors and persons with disabilities.*

Transportation Assistance

- 85% of funds are allocated to counties
- Up to 10% of funds to administer program
- Balance for NJT accessibility



County Allocation Formula

- *Based upon county percentage of the State's total 60+ population*
- *NJT establishes an annual minimum allocation for smallest counties*
- *No county may receive more than 10% of total funds available to counties*

TOTAL 2005 ALLOCATIONS

- *COUNTIES - \$21,493,950*
- *NJ TRANSIT - \$ 3,793,050*
 - Administration- \$ 2,528,700 (Administrative funds not used are transferred into Capital Projects)*
 - Capital Projects - \$1,264,350*
- *TOTAL 2005 Allocation - \$25,287,000*

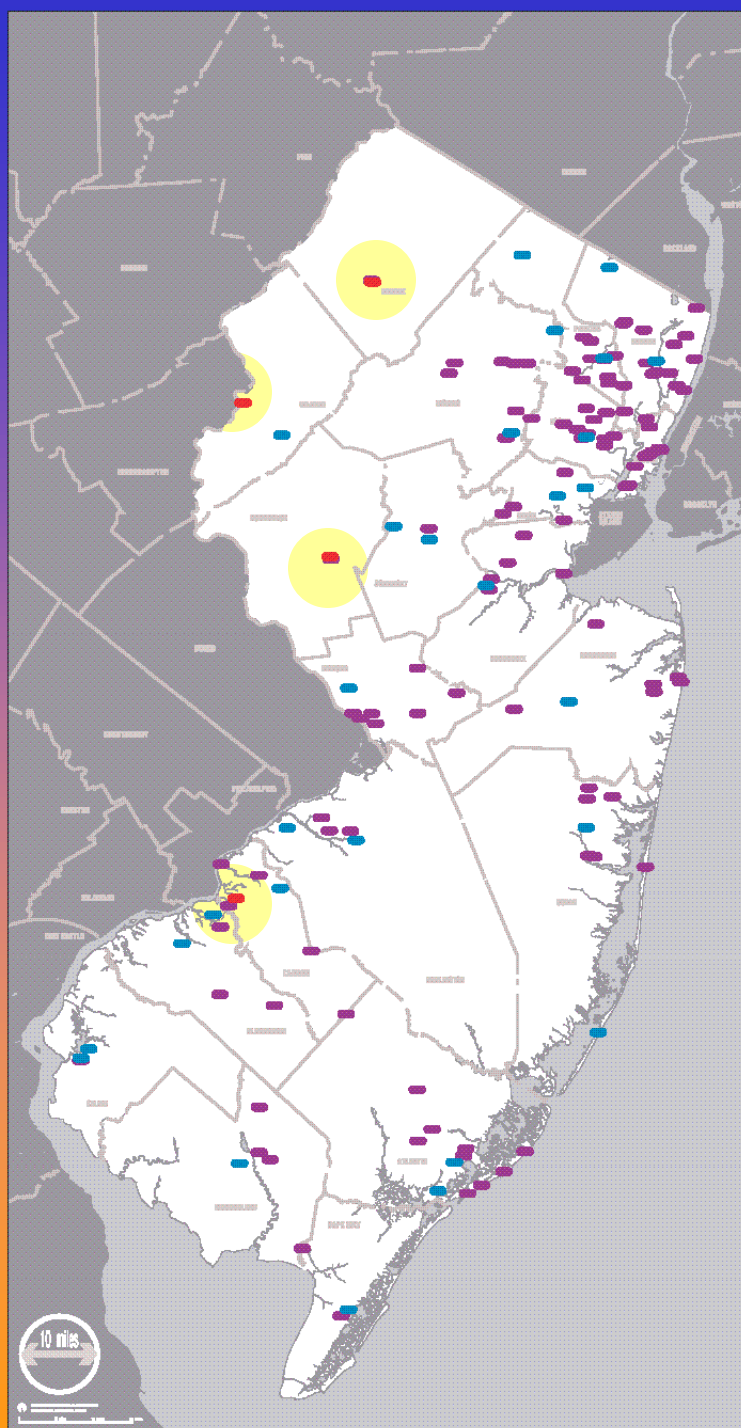
STATEWIDE COUNTY RIDERSHIP

YEAR	SCDRTAP RIDES	ALL RIDES
2002	1,670,509 (42.5%)	3,931,853
2001	1,682,820 (44%)	3,858,681
2000	1,702,840 (42%)	4,052,849
1999	1,738,508 (46%)	3,797,268
1998	1,796,415 (47%)	3,854,516
1997	1,794,669 (47%)	3,805,176
1996	1,732,471 (47%)	3,668,725
1995	1,731,168 (45%)	3,813,311

5310 Senior and Persons with Disabilities Capital Program

- Process
 - Application – Annual cycle - fall of each year.
 - Regional evaluation – Jan., Statewide review committee – Feb.
 - Extent and urgency of need
 - Utilization and appropriateness of service
 - Coordination and cooperation
 - Operating plan
 - MPO oversight
- Partners
 - Sub recipients are private non-profits, county systems and municipalities that coordinate with counties
- Status overview
 - We have between 110 and 140 active subrecipients and 250 to 300 active vehicles at any given time

SECTION 5310 VEHICLE SUBRECIPIENTS



Agencies receiving 10 or more vehicles



Agencies receiving 3 to 9 vehicles



Agencies receiving 1 to 2 vehicles

5311 Rural Services

- Process
 - Application – Annual cycle – spring of each year
 - MPO Oversight
 - Funds allocated by percent of state rural population within county
- Partners
 - Subrecipients: Currently 16 – 1 Non-Profit, 3 Municipalities, 12 Counties
- Status overview
 - 16 services running. Due to decrease in funding and eligible area there will be changes starting July 1, 2004.

JARC

- Process
 - Applications sought from counties, TMAs, others
 - MPOs solicit applications, make recommendations to NJT
 - Targeted to welfare/post-welfare individuals
- Partners
 - Funding/Coord.: NJ Human Services, Labor, Transportation
 - Subrecipients: usually counties, also a TMA & NJ TRANSIT
- Status overview
 - 24 total services / 22 active services
 - Over 1.25 million passenger trips to date

Community Shuttles

- Process
 - Applications in “rounds” to NJ TRANSIT
 - MPOs represented on Technical Evaluation Committee
 - Targeted to communities with transit access issues
- Partners
 - Subrecipients: municipalities, counties, authorities
- Status overview
 - 30 services/48 vehicles operating
 - 3rd year of program services

Local Initiatives - 5309 Earmarks

- Process
 - Application: none – Congressional earmarks
 - MPO input: none
 - Target: none
- Partners
 - Subrecipients: counties, municipality, university, non-profit
- Status overview
 - Pending applications: Middlesex Co./Monroe Township, Gloucester Co., MSU (FY04)
 - No services/vehicles yet in operation

Local Initiatives - CMAQ

- Process
 - Applications to MPOs or NJDOT/NJT (Transit Village)
 - MPOs rank and select projects
 - Targeted to unmet local service needs
- Partners
 - Subrecipients: counties, TMAs
- Status overview
 - Pending applications: DVRPC, NJTPA, SJTPO, Tran. Vill.
 - NJ TRANSIT funding interim DVRPC services to River Line
 - New program, 14 partners to date

Oversight

- Reporting
 - Monthly ridership reporting on billing cycle (All programs, quarterly for 5310)
 - NTD statistical reporting and annual report (JARC, Community Shuttle, Local Initiatives)
- Regulatory Compliance
 - Site Visits and Desk Audits (Section 5311 and JARC)
 - Invoice review (All programs)
 - Technical Assistance
 - Training
- Drug & Alcohol (5311, JARC, Community Shuttle, Local Initiatives)
 - Random Audits with follow up
 - Annual report
- Vehicles/ Maintenance
 - Vehicle inspection every two years (All programs)
 - Random maintenance audits (All programs)
 - Targeted maintenance inspection twice a year (Community Shuttle)