



Idaho Transportation Department

Job Access/Reverse Commute (Section 5316)

JA/RC funds are awarded to the states as formula funds for distribution under a statewide competition projects in small urban and rural areas. SAFETEA-LU requires all projects to be derived from a locally developed public transportation and human service agency coordination plan satisfying FTA guidelines .

Description: The Job Access and Reverse Commute grant program assists states and localities in developing new or expanded transportation services that connect welfare recipients and other low income persons to jobs and other employment related services. Job Access projects are targeted at developing new or expanded transportation services such as shuttles, vanpools, new bus routes, connector services to mass transit, mobility management and guaranteed ride home or voucher programs for welfare recipients and low income persons. Reverse Commute projects provide transportation services to suburban employment centers from urban, rural and other suburban locations for all populations.

Criteria for evaluating grant applications for Job Access and Reverse Commute grants include:

- Certifiable coordinated human services/transportation plan involving state or local agencies that administer the Temporary Aid to Needy Families (TANF) and Welfare-to-Work (WtW) programs, the community to be served, and other area stakeholders;
 - Unmet need for additional services and extent to which the service will meet that need;
 - Project financing, including sustainability of funding and financial commitments from human service providers and existing transportation providers;
- Other factors that may be taken into account include the use of innovative approaches, schedule for project implementation and geographic distribution.

Coordination: The Job Access and Reverse Commute grant program is intended to establish a coordinated regional approach to job access challenges. All projects funded under this program must be the result of a collaborative planning process that includes states and metropolitan planning organizations (MPOs), transportation providers, agencies administering TANF and WtW funds, human services agencies, public housing, child care organizations, employers, states and affected communities and other stakeholders. The program is expected to leverage other non-DOT funds that are eligible to be expended for transportation and encourage a coordinated approach to transportation services.

Funding: A 50/50 federal/local match is required for operations. A 80/20 federal/local match is required for capital expenditures. Mobility management is defined as a capital expenditure. Most non-DOT Federal funds from human service agencies, e.g. TANF, can be used as part of the local match.

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