

STATEMENT OF ALFRED A. DELLI BOVI, DEPUTY ADMINISTRATOR
OF THE URBAN MASS TRANSPORTATION ADMINISTRATION, BEFORE
THE COMMITTEE ON LABOR AND HUMAN RESOURCES, SUBCOMMITTEE ON
AGING OF THE UNITED STATES SENATE ON
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Mr. Chairman, Members of the Subcommittee. Thank you for inviting me here this morning to discuss programs administered by the Urban Mass Transportation Administration (UMTA) which assist in meeting the transportation needs of the elderly.

I should start out by saying that since 1970, with the addition of section 16 of the UMT Act, UMTA has had a mandate to address the transportation needs of elderly and handicapped persons in all of its programs. As stated in section 16, it is national policy that elderly and handicapped individuals have the same rights as other persons to use mass transportation facilities and services.

The only program designed exclusively for elderly and handicapped persons is the program authorized under section 16(b)(2) of the Urban Mass Transportation Act of 1964, as amended.

Section 16(b)(2) permits UMTA to make capital grants "to private non-profit corporations and associations for the specific purpose of assisting them in providing transportation services meeting the special needs of elderly and handicapped persons."

The section 16(b)(2) program resulted from 1973 amendments to the UMT Act and was intended to supplement the section 3 capital grant program, which at the

time was UMTA's primary resource for meeting the transportation needs of elderly and handicapped persons.

We have developed an administrative formula which allocates most of the section 16(b)(2) funds according to elderly and handicapped population and which incorporates a base level of funding for each State. Each year, section 16(b)(2) funds are distributed according to that formula to State agencies that administer the program. Since the beginning of fiscal year 1975, UMTA has allocated more than \$225 million to States under the section 16(b)(2) program including \$26.1 million for fiscal year 1984. While some State agencies have not distributed all of the funds allocated to them, State agencies have distributed the vast majority of these funds to approximately 1000 private non-profit corporations per year. Private non-profit corporations have used most of these funds to purchase vehicles and related equipment which they use for special transportation purposes.

UMTA provides a Federal share of 80 percent for section 16(b)(2) capital expenses. The remaining 20 percent comes from State and local funds. UMTA does not provide operating assistance to section 16(b)(2) recipients. However, a number of agencies within the Department of Health and Human Services, most notably the Administration on Aging, significantly assist section 16(b)(2) recipients in meeting their operating expenses.

UMTA is committed to the section 16(b)(2) program and is pleased with its success. We have recently published guidelines which significantly streamline section 16(b)(2) procedures. The section 16(b)(2) circular, which was signed

by UMTA Administrator Ralph L. Stanley on February 16, 1984, is a major step forward for the program. For the first time in the program's history, the State agencies administering the program will have a comprehensive, clear, and concise set of program and procedural guidance available in one document.

The circular significantly alters the grant approval process. State agencies will no longer submit applications for individual projects to UMTA for approval. Instead, State agencies will review and approve individual project applications from private non-profit corporations for consolidation into a program of projects which these agencies will submit to UMTA for our approval. In addition to streamlining the grant approval process, this will give State agencies increased responsibility for program management.

Coordination between the section 16(b)(2) program and other Federal programs providing transportation to the elderly or other transportation disadvantaged individuals is the key to meeting the mobility needs of the elderly. To facilitate the State-Federal relationship, UMTA has established a State Programs Division in our Headquarters Office to consolidate within one office all "State administered" transit programs.

However, we realize that the needs of the elderly can be best met by coordination at all levels. Towards this end, UMTA in July 1983 entered into a working agreement with the Administration on Aging concerning transportation programs. The broad goals of the working agreement are to foster the coordination of public mass transportation services and resources with those transportation services operated by or sponsored by social service agencies.

Specifically, during fiscal year 1984, UMTA will continue to implement programs that improve the access of older persons to public and specialized transportation systems. The Administration on Aging has agreed to encourage State and area aging agencies to continue to support operating assistance for projects which receive capital assistance from UMTA.

Also, in October of this year, AOA and UMTA will jointly sponsor a conference focusing on ways the two agencies and their respective grantees at the State and local level can more effectively coordinate resources and services.

In addition to the unique and specific section 16(b)(2) program, UMTA and the Department of Transportation do require all UMTA grant recipients to address the transportation needs of the elderly and handicapped in accordance with section 504 of the Rehabilitation Act of 1973. The current interim final rule in this area allows recipients to meet these needs in a variety of ways. On September 8, 1983, the Department of Transportation issued a notice of proposed rulemaking to amend the existing interim final rule. The proposed rule provides more specific requirements for meeting the transportation needs of elderly and handicapped persons. The proposed rule would: (1) establish minimum criteria that UMTA recipients must meet for the provision of transportation services to elderly and handicapped persons; (2) establish procedures for the Department of Transportation to monitor recipients' compliance; and (3) ensure that elderly and handicapped persons, and organizations representing them, have an opportunity to comment on a

recipient's compliance plan. More than six-hundred comments have been received, and the Department is now reviewing them before issuing a final rule.

That concludes my remarks and I would be pleased to answer any questions you may have.