

Mass Workforce Issuance

Workforce Issuance No. 07- 48

Policy **Information**

To: Chief Elected Officials
Workforce Investment Board Chairs
Workforce Investment Board Directors
Title I Administrators
Career Center Directors
Title I Fiscal Officers
DCS Associate Directors
DCS Field Managers

cc: WIA State Partners

From: David W. Mackley, Director
Department of Workforce Development

Date: July 26, 2007

Subject: **Coordinated Transportation Planning Process – LWIB/One-Stop Career Center Required Participation**

Purpose: To provide policy guidance to Local Workforce Investment Boards and One-Stop Career Center Operators with respect to required participation in the Coordinated Human Services Transportation Planning process for their local area.

Background: On June 21, 2007, the U.S. Department of Labor Employment and Training Administration issued Training and Employment Notice (TEN) No. 36-06, Human Services Transportation Coordination (Attachment A). TEN No. 36-06 announced two recently released policies from the Interagency Council on Access and Mobility and identified how the workforce investment system can link to a newly devised coordinated human services transportation planning process. These coordination policies were promulgated to: (1) promote the participation of federally-assisted grantees in a locally-coordinated human services transportation planning process which would reduce transportation duplication, increase service efficiency, and expand access for populations that face major transportation challenges; and (2) coordinate resources to maximize accessibility and availability of transportation services by encouraging vehicles and rides to be shared with other federally-assisted programs, customers, or other members of the riding public.

The policies were developed under the umbrella of the Safe, Affordable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU) to improve public transportation access for underserved populations through the Federal Transit Administration's programs for Elderly Individuals and Individuals with Disabilities; Job Access and Commute; and the New Freedom Program.

In Massachusetts, this planning effort is coordinated through thirteen (13) Regional Planning Agencies designated as the Commonwealth's Metropolitan Planning Organizations (MPOs) (Attachment B).

Policy: Within the framework described in TEN No. 36-06, Local Workforce Investment Boards (LWIBs) and One-Stop Career Centers (OSCCs) are required to participate in the development of locally-coordinated public human services transportation plans.

Under the Coordinated Planning policy iterated in TEN No. 36-06, funding for implementing the requirements of SAFETEA-LU is available only to those communities that have established an initial locally-coordinated transportation plan by 2007 and a complete plan by 2008.

Additionally, with respect to the Vehicle Resource Sharing Policy also iterated in TEN No. 36-06, while not always directly applicable to One-Stop Career Centers, it is important that practitioners of workforce investment services be aware of the potential to share use of vehicle resources and that such sharing is consistent with accepted Federal cost principles with respect to Federally-assisted grants and programs.

Action

Required: Each Local Workforce Investment Board should assure that it and the local One-Stop Career Center(s) in the region are in compliance with the planning participation requirements iterated in Training and Employment Notice (TEN) No. 36-06. Any LWIB and One-Stop Career Center Operator not currently participating in the local planning effort should contact the appropriate Regional Planning Agency for the local area to initiate active participation.

Effective: Immediately

Inquiries: Please email all questions to PolicyQA@detma.org. Also, indicate Issuance number and description.